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ROADRACING WORLD & MOTORCYCLE TECHNOLOGY™

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RIDING THE TRIUMPH STREET TRIPLE 765 RS IN SPAIN:

DEFINING NAKED SPORTBIKE!

MOTOGP:
BAGNAIA WINS, MARC MARQUEZ UNDER ATTACK

MOTOGP ANALYSIS:
- HOW 990cc 4-STROKES MADE MOTOGP GREAT
- SEAMLESS MOTOGP GEARBOXES FOR STREETBIKES?

27th ANNUAL YOUNG GUNS
The Best Kids Racing In America

Josh Herrin Wins
81st DAYTONA 200

COLUMNS:
- Trivia & Numbers
- New Products
- The Crash Page

SHOPS:
Andreani USA
Hendersonville, NC

CLASSIC RACEBIKE:
HONDA RC211V
MotoGP Overdog

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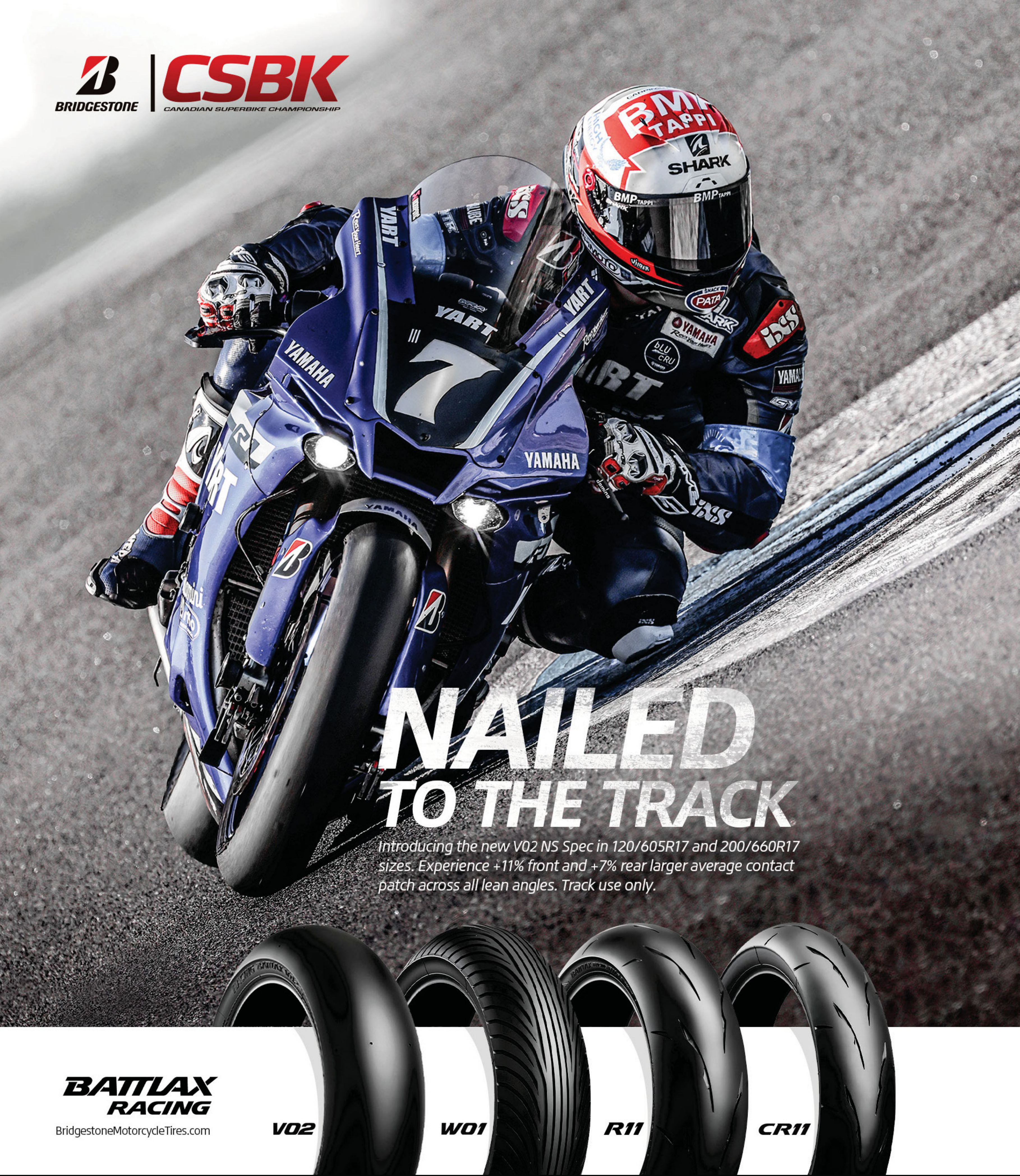
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ON THE FRONT COVER: *Racing Editor Chris Ulrich rides the 2024 Triumph Street Triple 765 RS at Circuito de Jerez, Spain. The latest hot-rod three-cylinder 765 is quick, defining the concept of a Naked Sportbike.*

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LETTERS
To The Editor

BMW In World Superbike

Having owned three BMW S1000RRs (2013, 2020, 2023) I read with delighted interest your January 2023 issue covering the new model, although I believe it's dedication to fine design and production rather than "magic" that results in a great bike, if I might take you to task on literary style.

Be that as it may, the main point of my inquiry here is why, in your experienced vantage point, has BMW been an "also ran" in World Superbike since the inception of the S 1000 RR?

I had my hopes up for serious contention for a title this year with the M 1000 RR, but it appears, early on this season, that BMW fans will be disappointed. Is it the riders, the bike, a lack of corporate support, or some combination of all these factors?

Keep up the good work!

Nicholas Rakovic
East Setauket, New York

Winning takes a combination of the right rider, the right crew, the right set-up, the right design, the right management, plenty of money, and in the new age of "balanced performance," the right rpm limits and concessions, too. We don't know which factor or combination of factors is holding back BMW's World Superbike program, but clearly something is missing...Editor.

The Best Way To Watch MotoGP Races On TV

I've seen it here and can't stand the thought of anyone missing another season. All you do is get a Firestick—I paid $65 on Amazon. Then pay $160 to MotoGP.com (for a MotoGP video pass). It's the most well-spent money ever! The coverage is more than awesome!

Please Americans: Don't watch 40 minutes on regular TV when MotoGP.com shows you every single minute of the action! Please try it! You will love it!

Don Wann
Whittier, California

Shape-Shifting Streetbikes?

The article in the February magazine regarding Damon electric motorcycles raised, what I thought, was a very interesting idea for sportbikes vs. touring bikes: Being able to raise the handlebars and shift the footpegs between a sport-riding position and a touring position on the fly, or when stationary. Not just for comfort but for safety as well. Probably easier to achieve on an electric bike but with today's technology (á la shape shifters in MotoGP) why not on ICE bikes, too? Lots to figure out there, but as a concept, fantastic! I wonder if you are aware of any manufacturer trying this idea before?

Having just watched the Daytona 200, it struck me as fantastic to see several different bikes and manufacturers up at the front. At least up to a point. Yet I am completely at a loss as to why the red flag was thrown toward the end of the race. Unless I missed something, both riders involved were up and OK, their bikes ended up over toward the pit exit lane and were not on the track. Even if they were on the track, yellow flags could have slowed riders down so marshals could retrieve them. International and European National races do not throw red flags for minor incidents, so why does MotoAmerica? Is it rules and regs or the NASCAR mentality, to bunch up the riders at the end of the race?

One final thought. I have to admit I was a bit skeptical when I first heard about Bagger racing. And yet here I am a couple of years later finding myself watching the Baggers first and foremost. Very entertaining to watch something that started out as a straight line touring behemoth doing what they are doing on a race track. The riders are akin to gladiators!! The engineering and technological advances are plain to see and MotoAmerica is on to something here. So fair play to them, congratulations!

Richard Long
Morganton, North Carolina

(Above) BMW's Scott Redding (45) and Michael Van der Mark in WSBK. (Right) KTM's Kevin Benavides.

We don't know of anybody else designing a system to change the bar and peg position, on the fly or otherwise. While MotoAmerica has some very unusual rules, we don't really understand what happened there at the end of the 2023 Daytona 200. And Tyler O'Hara's Indian Bagger topped 182 mph (and chunked its front tire) at Daytona! (See page 34.)...Editor.

Dakar Rally: Bikes vs. Cars

The February 2023 issue says KTM won the Dakar Rally "overall." Does this mean it beat the cars? If not, what ran the Dakar Rally fastest: Four-wheelers, or motorcycles?

Mark Giffin
Los Angeles

All vehicles competing in the 2023 Dakar Rally used the same 259-mile (417-kilometer) course, and not only did Red Bull KTM's Kevin Benavides win the Motorcycle category with a time of 44:27:20, he completed the course in the fastest time overall. The next fastest competitor (at 45:03:15) was Nasser Al-Attiyah and his co-driver/navigator Mathieu Baumel, who won the T1+ class for Prototype Cross-Country 4x4 Cars in a Toyota... David Swarts, Associate Editor.

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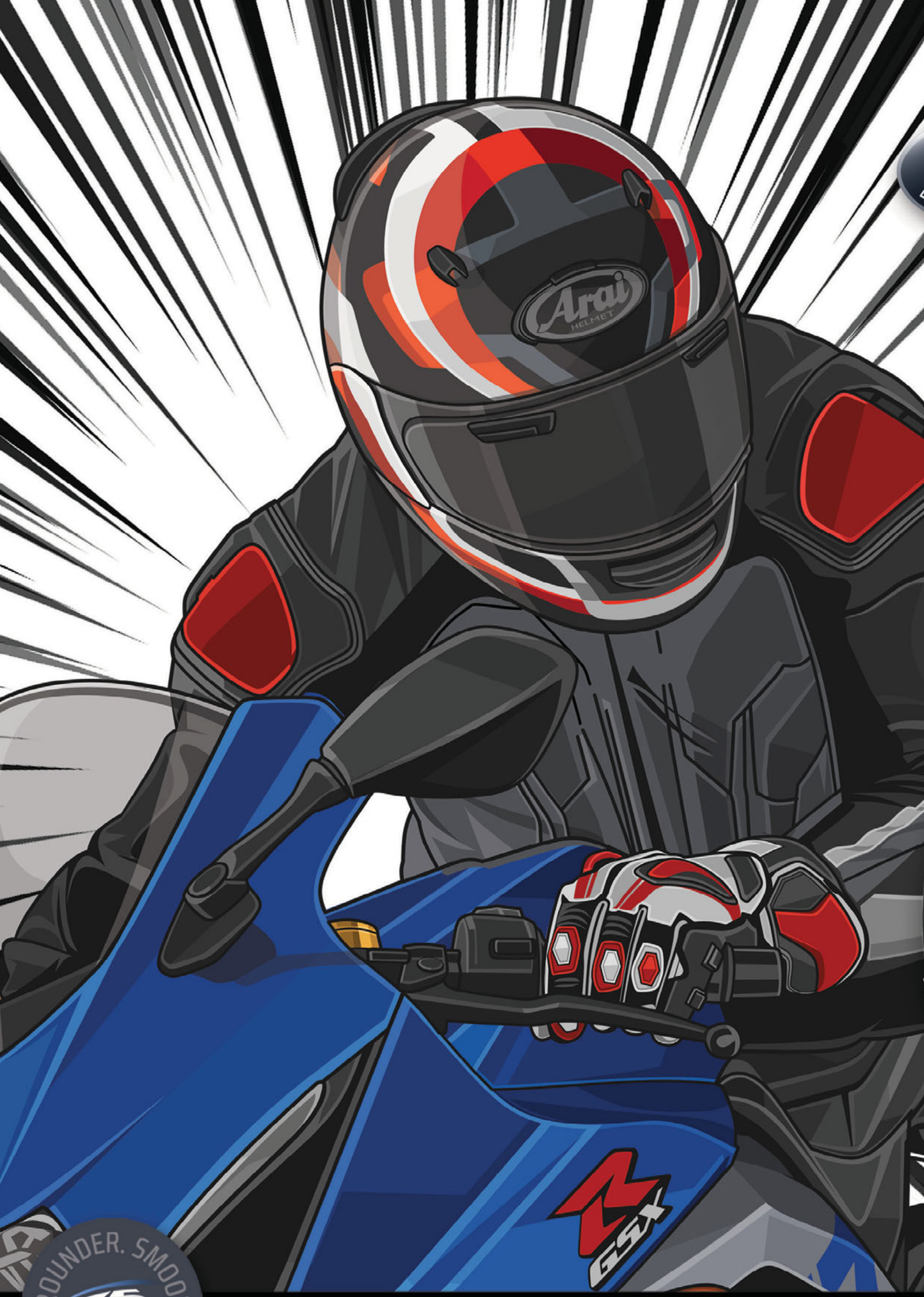

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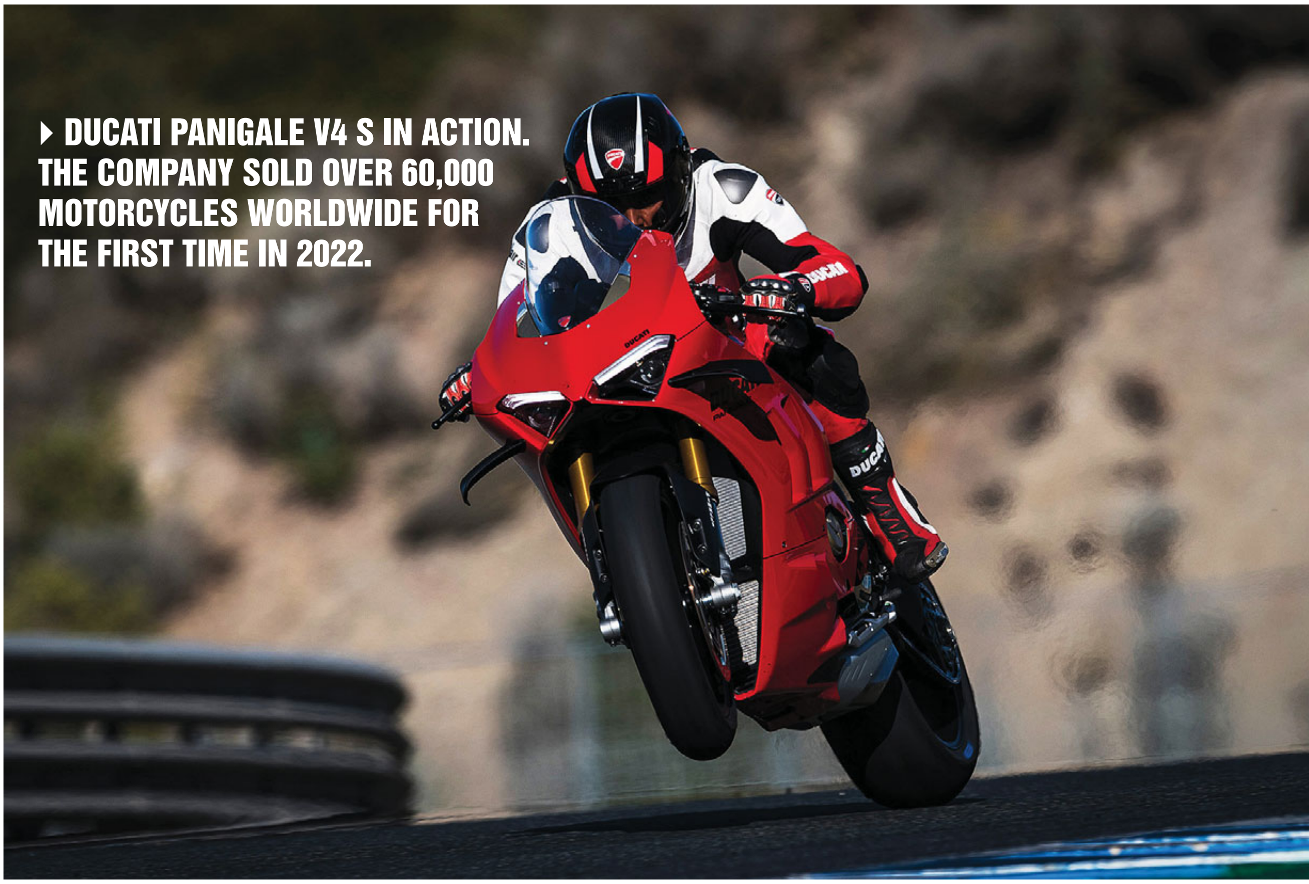
INSIDE INFO

By David Swarts

New Bike/Manufacturer News



DUCATI PANIGALE V4 S IN ACTION. THE COMPANY SOLD OVER 60,000 MOTORCYCLES WORLDWIDE FOR THE FIRST TIME IN 2022.

Ducati reported 2022 total revenue of €1.089 billion ($1.186 billion USD), an increase of 24% over 2021, marking the first time the company has exceeded €1 billion. The Italian company also reported record "operating profit" of €109 million ($118 million USD), an increase of 77% over 2021. Ducati sold 61,562 motorcycles worldwide in 2022, also a new record. "For the first time in our history, we passed the 60,000-bikes mark and we overtook 1 billion euros in revenue," said ***Claudio Domenicali***, CEO of Ducati. "This establishes 2022 as the best year ever for Ducati in several aspects, starting from the great sales and financial performance to the successes in MotoGP and WorldSBK."

(Below, Left) Tyler O'Hara poses with his 2022 MotoAmerica Mission King Of The Baggers Championship-winning Indian Challenger racebike. Indian is selling 29 replica racebikes. (Below, Right) A $7,999.95 Harley-Davidson Screamin' Eagle 135 cubic-inch (2,212cc) Stage IV Performance Crate Engine.

(Above) An 1,890cc Indian Sport Chief "ultimate performance" cruiser V-Twin. (Below) A Husqvarna Norden 901 Expedition comes with a windscreen, heated grips and heated seat, and saddlebags.

Harley-Davidson is now offering a new Screamin' Eagle 135ci (2,212cc) Stage IV Performance Crate Engine for use in 2021 or later Touring models. The engine is claimed to produce 130 horsepower at the rear wheel and 143 lbs.-ft. of torque while being street-legal and covered by a two-year warranty if installed by an authorized dealer. Manufacturer's Suggested Retail Price (MSRP) for the engine is $7,999.95. Although this new engine has roots in Harley-Davidson's Screamin' Eagle MotoAmerica King Of The Baggers (KOTB) racing program, it is not currently legal for use in KOTB as it is 135 cubic inches and the current rules only allow 131.95 cubic inches for Twin-Cooled pushrod V-Twin engines.

Husqvarna's new 2023 Norden 901 Expedition takes the Norden 901 adventure bike and makes it more of an adventure touring machine with the addition of new features. New, fully adjustable offroad-specific WP XPLOR suspension components offer 9.45 inches (240mm) of suspension travel front and rear. Comfort is enhanced with the addition of a heated seat and heated hand grips and a Touring Windshield. And the Norden 901 Expedition comes fitted with a Side Bag set offering 36 liters of storage. MSRP for the 2023 Norden 901 Expedition is $15,799 in the U.S.

Indian Motorcycle is celebrating winning the 2022 MotoAmerica Mission King Of The Baggers Championship by offering racetrack-only replicas of ***Tyler O'Hara's*** title-winning Indian Challenger racebike. "We're excited to embrace the fandom of bagger racing and celebrate our second title with this highly exclusive, special run of Indian Challenger RR motorcycles," said ***Gary***

Gray, Vice President—Racing, Technology and Service for Indian Motorcycle. "This bike is the real deal, much like when we released the venerable FTR750, the Challenger RR is a true racebike and is not street-legal. Put in the right hands, it will reach the podium in MotoAmerica's Mission King Of The Baggers race series."

Built by the same S&S crew that built O'Hara's racebike, the Indian Challenge RR comes equipped with 17-inch racing wheels, Dunlop racing tires, Öhlins FGR250 forks, an Öhlins TTX rear shock, dual Brembo M4 front brake calipers, dual 330mm (13.0-inch) Brembo front brake discs, racing bodywork including carbon-fiber saddlebags, a raised Saddlemen racing seat, S&S adjustable handlebar and foot controls, a S&S modified swingarm and chain drive conversion, a 112ci big-bore engine with S&S modifications and an adjustable ECU, and more. Only 29 (which is O'Hara's regular MotoAmerica number) Indian Challenger RRs will be produced for the price of $92,229 each.

For street use, Indian has released its new Sport Chief, which the company calls its "ultimate performance cruiser." At its heart is an air-cooled Thunderstroke 116 V-Twin engine that produces 120 lbs.-ft. of torque at 2,900 rpm, but claimed horsepower output was not released. Bore and stroke are 103.3mm x 113.0mm for 1,890cc of displacement. The engine is mated to a six-speed transmission and bolted into a steel tube frame. Suspension is handled by inverted KYB front forks set at 28° of rake with 4.4 inches (111mm) of trail and a pair of Fox piggyback rear shocks. The front brake system includes dual 320mm (12.6-inch) Brembo discs and four-piston Brembo brake calipers. The machine rolls on a 19.0 x 3.50-inch front wheel and a 16.0 x 5.00-inch rear wheel wearing Pirelli Night Dragon tires. Wheelbase is 64.6 inches (1,640mm) and Indian claims the Sport Chief can reach 29.5° of lean angle. Claimed wet weight is 685 pounds (311 kg). Other standard features include Ride Modes, Keyless Ignition, ABS, USB and 12-volt charging ports, Rear Cylinder Deactivation, and a 4-inch digital instrument display with Bluetooth connectivity. Available accessories include adjustable Fox shocks, performance air intakes, a passenger seat kit, and taller and shorter windshields. MSRP for the 2023 Indian Sport Chief starts at $18,999.

▲A TRIUMPH SPEED TRIPLE RR. THE BRITISH COMPANY SOLD 83,389 MOTORCYCLES IN 2022.

KTM's Ride Orange Street Demo Tour is back in action in 2023. The tour kicked off during Bike Week in Daytona Beach, Florida, and will run in conjunction with a selection of premier motorcycle events. Demo rides, organized with the help of local dealers, will take place on pre-planned routes. The 2023 KTM models available on the tour include the 1290 Super Adventure R; 1290 Super Adventure S; 1290 Super Duke R EVO; 890 Adventure R; 890 Adventure; 890 Duke R (until the new 790 Duke arrives); 690 Enduro R; 690 SMC R; 390 Adventure; 390 Duke; 200 Duke; and 500 EXC-F, but models will vary based on location. Demo rides are first-come, first-served, and restrictions apply. Participants will receive a Ride Orange VIP Card voucher (valued up to $500 MSRP) redeemable on KTM PowerParts, KTM PowerWear and/or KTM SpareParts at an authorized KTM dealer with the purchase of a new KTM Street model. For more information, go to www.ktm.com or contact a KTM dealer.

Suzuki has announced the three models that will complete Suzuki Motor USA's 2023 streetbike lineup, the GSX-S750Z ABS (MSRP $9,149); GSX-S750Z (MSRP $8,649); and GSX250R ABS (MSRP $4,999). The models are mechanically identical to the 2022 versions.

Triumph boasts that it has experienced a 31% increase in motorcycle sales since 2020 with 83,389 units sold in 2022 alone. Of the Triumphs sold worldwide in 2022, nearly 7,000 were the Tiger Sport 660; 6,800 were Tiger 1200s; and more than 30,000 were from the Bonneville family. Triumph's sales in North America grew 2% in 2022 while sales in other countries grew by much larger margins, including France +5%; Brazil +8%; Italy +18%; and Spain +22%.

SUZUKI
SUZUKI

(Left) KTM's Ride Orange Street Demo Tour is back for 2023, featuring a range of models including the 890 Duke shown here. KTM sold over 100,000 motorcycles in the USA alone in 2022. (Above) The Suzuki GSX250R ABS, which sells for $4,999, is back for 2023.

International Racing News

Defending World Champion ***Francesco "Pecco" Bagnaia*** was quickest during a final two-day MotoGP pre-season test at Algarve International Circuit, the site of the 2023 MotoGP season-opener. Riding his factory Lenovo Team Ducati Desmosedici GP23, Bagnaia turned a 1:37.968, which was well under Bagnaia's own All-Time Lap Record of 1:38.725 from 2021.

Although Bagnaia was the only rider to dip into the 1:37 bracket, 12 riders were under the lap record and 19 were within one second of Bagnaia's mark. The best of the rest was ***Johann Zarco*** on his Prima Pramac Ducati with a 1:38.264, but the bigger news was the performance of ***Fabio Quartararo***. After lagging behind the others while testing on the first day in Portugal and at the previous test at Sepang, Quartararo made a huge step up on the final day to record a third-fastest 1:38.302. "Today we made a big improvement, especially with new tires," said Quartararo. "We've tried all (the) aero-packages Yamaha brought here and also some settings from the past that were working well. I'm pretty happy. We are still missing a few things, but we made a massive step from yesterday and from Sepang. We are much closer to be ready for GP1 than we were yesterday, although we are not 100% ready yet. We will be giving our best, for sure. We are not giving up." As at previous tests, the most noticeable new items in play were a wide range of aerodynamic devices from downwash ducts and ground effect lower fairings to an upside-down triangle mounted on the tail section of Quartararo's Monster Energy Yamaha on the final afternoon.

Overall, Ducatis dominated the test with riders of the Italian machines filling seven of the top eight spots on the final time sheet. Coming in ninth, and only 0.5 second astern of Bagnaia, was ***Brad Binder*** (1:38.480) on his Red Bull KTM RC16. Right behind Binder was ***Aleix Espargaró*** on his factory Aprilia with a 1:38.569. In the Honda camp, 2020 World Champion ***Joan Mir*** led the way with a 13th-best 1:38.762, just a bit quicker than six-time MotoGP World Champion ***Marc Marquez's*** 1:38.778.

Best Combined Test Lap Times (all on Michelin tires): 1. Francesco Bagnaia, Italy (Duc), 1:37.968; 2. Johann Zarco, France (Duc), 1:38.264; 3. Fabio Quartararo, France (Yam), 1:38.302; 4. Luca Marini, Italy (Duc), 1:38.310; 5. Marco Bezzecchi, Italy (Duc), 1:38.351; 6. Enea Bastianini, Italy (Duc), 1:38.373; 7. Alex Marquez, Spain (Duc), 1:38.402; 8. Jorge Martin, Spain (Duc), 1:38.434; 9. Brad Binder, S. Africa (KTM), 1:38.480; 10. Aleix Espargaró, Spain (Apr), 1:38.569; 11. Miguel Oliveira, Portugal (Apr), 1:38.584; 12. Maverick Vinales, Spain (Apr), 1:38.678; 13. Joan Mir, Spain (Hon), 1:38.762; 14. Marc Marquez, Spain (Hon), 1:38.778; 15. Alex Rins, Spain (Hon), 1:38.782; 16. Raul Fernandez, Spain (Apr), 1:38.854; 17. Jack Miller, Australia (KTM), 1:38.909; 18. Pol Espargaró, Spain (GASGAS), 1:38.974; 19. Franco Morbidelli, Italy (Yam), 1:39.066; 20. Takaaki Nakagami, Japan (Hon), 1:39.309; 21. Fabio Di Giannantonio, Italy (Duc), 1:39.641; 22. Augusto Fernandez, Spain (GASGAS), 1:39.667; 23. Michele Pirro, Italy (Duc), 1:40.099*; 24. Stefan Bradl, Germany (Hon), 1:40.162*. *=test rider.

(Below) Fabio Quartararo (20) testing at Portimao. Photo courtesy Monster Energy Yamaha. (Right) A V-shaped experimental aerodynamic device on Quartararo's Yamaha YZR-M1 racebike. Dorna photo.

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▶FRANCESCO BAGNAIA WAS QUICKEST DURING PORTIMAO TESTS. DORNA PHOTOS.

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kyrrex
MOTUL
5
Red Bull

Johann Zarco (5) was second-quickest in tests at Portimao, on his Pramac Ducati.

Andrea Dovizioso and ***Hans-Georg Anscheidt*** will each be named MotoGP Legends in 2023. Italian rider Dovizioso will be inducted into the Hall of Fame at Mugello, and German rider Anscheidt will be honored at Sachsenring. Dovizioso won the 125cc World Championship in 2004, continued winning races in the 250cc class, and made his MotoGP debut in 2008. From then until he retired at the end of the 2021 season, Dovizioso won 24 Grand Prix races, including 15 in MotoGP, and was the runner-up in the MotoGP World Championship in three consecutive seasons.

Anscheidt was one of the most successful 50cc riders in the first decade of the 50cc World Championship. He won the 50cc World Championship in three consecutive seasons and finished Championship runner-up in two other seasons, winning 14 races along the way.

MotoGP World Championship races will be broadcast in the U.S. on NBC and CNBC in 2023. Most races will be aired tape-delayed on the same day as the race, but the Red Bull Grand Prix of The Americas at Circuit of The Americas will be broadcast live at 1:30 p.m. Eastern/10:30 a.m. Pacific on CNBC. Plans call for only the full-length MotoGP races to be shown and not the half-distance Saturday Sprint races. To watch the MotoGP Sprint, Moto2, and Moto3 races, fans in

I hear *music.*

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in the noise,
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KTM's Brad Binder (33) was ninth during testing in Portugal, 0.5-second behind.

America will need to subscribe to the MotoGP Video Pass streaming service at www.motogp.com.

The NBC family of networks will air World Superbike race coverage in the United States, but only six rounds are scheduled to be shown in 2023 and one of those was the season-opener at Phillip Island in February. Fans wanting to see all the Superbike and Supersport World Championship races in 2023, will need to subscribe to the series' official Video Pass streaming service at www.worldsbk.com.

Brazilian rider ***Eric Granado*** was quickest during the first pre-season test of the new-look FIM MotoE World Championship held at Jerez, Spain. Riding his new LCR E-Team Ducati, Granado did a 1:47.053, which was quicker than his own lap record of 1:47.473 from 2022. The MotoE field had another three-day test scheduled in April at Catalunya, and MotoE racing starts May 12-13 at Le Mans.

A round of the 2023 FIM Superbike World Championship has been added on July 14-16 at the Autodromo Internazionale Enzo e Dino Ferrari di Imola. It will be the first time the series has raced at Imola since 2019.

The question of a combined rider/machine minimum weight limit being added in World Superbike has been ruled out for 2023 by the FIM SBK Permanent Bureau. Further, the technical rules for the Next Generation Supersport World Championship will remain unchanged for 2023.

After facing the possibility of being cancelled due to challenges obtaining public liability insurance coverage, fonaCAB and Nicholl Oils North West 200 organizers have confirmed that the 2023 event will run as scheduled May 7-13 in Northern Ireland. A press release from race organizers stated that a donation from Euro Auctions owner ***Derek Keys*** allowed them to obtain insurance to hold the event. “We are very grateful to Derek Keys and Euro Auctions for this very generous support,” NW200 Event Director ***Mervyn Whyte*** said. “In the absence of any financial assistance from government, the sport has been left to its own devices to deal with the insurance crisis. Mr. Keys’ intervention has been crucial in saving this year’s North West 200. We also wish to express our gratitude to the many members of the motorcycle racing community who donated so generously to the crowd funding initiative launched by the Motorcycle Union of Ireland, Ulster Centre.”

Josh Waters won red-flag-interrupted Australian Superbike

(Above) Three-time 50cc World Champion Hans-Georg Anscheidt (201) (seen on a Suzuki 50cc racebike in the 1960s) will become a MotoGP Legend at Sachsenring. (Below) Andrea Dovizioso (04), seen here wheel-to-wheel with Marc Marquez in 2019, will be declared a MotoGP legend at Mugello. Dorna photos.

Ten Years Ago...

By Michael Gougis

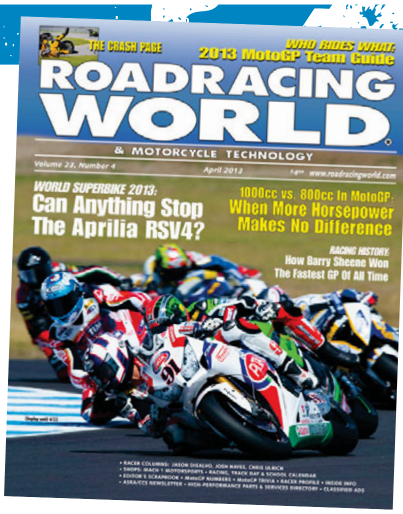
2013

Leon Haslam is knee-down on his Superbike World Championship Honda CBR1000RR at Phillip Island on the cover of the April 2013 issue of *Roadracing World*. Unfortunately, Haslam is following Eugene Laverty on an Aprilia RSV4, who won the first race, with his teammate Sylvain Guintoli winning the second, leading to the headline: "Can Anything Stop The Aprilia RSV4?"

Feature stories included a look at the racing career of Bruce Lind, who notched victories over six decades; racer/artist Austin DeHaven; 15-year-old Chris Kosan, who was planning to race in Europe; and the latest installment in Jeremy Toye's development of the *Roadracing World* ZX-10R project racebike.

Grand Prix Editor Mat Oxley examined why, in the first year of the 1000cc MotoGP formula, lap records were broken at fewer than half the tracks, and then by only tiny margins. Oxley also looked back at Barry Sheene's victory in the 1977 Belgian Grand Prix, the fastest Grand Prix in history. The Shops feature profiled Mach 1 Motorsports.

Andrew Lee won the Clubman Novice, D Superstock and E Superstock races during a WERA West event at Las Vegas Motor Speedway. And Racer Profile detailed the career of Brandon Kyee, a Californian who had spent three years racing in Europe. The worst part about racing on the Continent? “The weather. It rains a LOT over there,” he said. **RW**


THE CRASH PAGE
WHO RIDES WHAT: 2013 MotoGP Team Guide
ROADRACING WORLD
& MOTORCYCLE TECHNOLOGY
Volume 23, Number 4
April 2013
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WORLD SUPERBIKE 2013: Can Anything Stop The Aprilia RSV4?
1000cc vs. 800cc In MotoGP: When More Horsepower Makes No Difference
RACING HISTORY: How Barry Sheene Won The Fastest GP Of All Time

Race One at Phillip Island. Riding his McMartin Racing Ducati Panigale V4 R, Waters won by 1.6 seconds over Penrite Honda's ***Troy Herfoss*** and ***Glenn Allerton***, who finished third on his GT Racing BMW M 1000 RR. Waters took another victory in Race Two with Yamaha Racing teammates ***Cru Halliday*** and ***Mike Jones*** finishing second and third, respectively.

In his first outing since badly breaking both legs in a motocross crash in early 2022, 14-time Canadian Superbike Champion ***Jordan Szoke*** was the fastest rider during an official Bridgestone Canadian Superbike Championship (CSBK) tire test at Jennings GP, in Jennings, Florida. Riding his LDS Consultants Kawasaki ZX-10R on the new Bridgestone spec tires, Szoke lapped the flowing circuit in 1:16.386. Second-best at the test was 2022 CSBK Champion ***Ben Young*** with a 1:16.741 on his Van Dolder's Home Team BMW M 1000 RR. Ranking third at the tire test was 2021 CSBK Champion ***Alex Dumas***, who turned a best lap at 1:17.281 on his Purple Skull/Liqui Moly Suzuki GSX-R1000R.

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Italy's Autodromo Internazionale Enzo e Dino Ferrari di Imola will host a WSBK round in July. Dorna photo.

In other CSBK news, the maximum horsepower limit for the Superbike class has been increased from 200 to 210 horsepower as measured on the series' official Dynojet dynamometer. Yamaha's 890cc three-cylinder MT-09 and MT-09SP are now legal to compete in the Canadian Sport Bike category alongside the Ducati Panigale V2 and 599cc inline four-cylinder machines from Honda, Kawasaki, Suzuki, and Yamaha. The five-round, 11-race 2023 CSBK season starts May 19-21 at Shannonville Motorsport Park.

Professional Racing in the U.S. ○

Two-time and defending MotoAmerica Superbike Champion ***Jake Gagne*** was fastest during a weather-affected two-day semi-private pre-season test at Buttonwillow Raceway Park. Riding his Fresh N Lean Progressive Yamaha YZF-R1 Superbike on the Config 26 CCW variation of the track, Gagne turned a best lap at 1:41.274. Ranking second at the test was five-time MotoAmerica Superbike Champion ***Cameron Beaubier***, who did a 1:42.113 on his Tytlers Cycle Racing BMW M 1000 RR. ***Mathew Scholtz*** was third-quickest with a 1:42.322 on his Westby Racing Yamaha YZF-R1. ***Richie Escalante*** did a 1:42.918 on his Vision Wheel M4 ECSTAR Suzuki GSX-R1000R, which was about one second faster than new teammate ***Toni Elias*** (1:43.962) did in his first outing with the team in 2023. The Suzuki riders sandwiched Beaubier's teammate ***PJ Jacobsen*** (1:43.813). ***Corey Alexander*** did a 1:45.824 on a third Tytlers Cycle Racing BMW.

MotoAmerica Rider Announcements: Ashton Yates will continue riding the Aftercare Scheibe Racing BMW Superbike for a second season… ***Brandon Paasch*** has re-signed with Altus Motorsports to race a Suzuki GSX-R1000R again in Stock 1000 and Superbike Cup… North East Cycle Outlet (NECO) Racing will field ***CJ LaRoche*** and ***Anthony Mazziotto*** on Yamaha YZF-R6s in Supersport… Series rookie ***Declan "DVR" Van Rosmalen***, a 17-year-old from Australia, will ride his DVR Racing Yamaha in Supersport… Indian Motorcycle

MOTOAMERICA
SUPERBIKE
2023 CHAMPIONSHIP

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2 MAY 19-21 BARBER MOTORSPORTS PARK, AL
3 JUNE 2-4 ROAD AMERICA, WI
4 JUNE 23-25 THE RIDGE MOTORSPORTS PARK, WA
5 JULY 7-9 WEATHERTECH RACEWAY LAGUNA SECA, CA
6 JULY 28-30 BRAINERD INT'L RACEWAY, MN
7 AUG 18-20 PITTSBURGH INT'L RACE COMPLEX, PA
8 SEPT 8-10 CIRCUIT OF THE AMERICAS, TX
9 SEPT 22-24 NEW JERSEY MOTORSPORTS PARK, NJ

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Yuasa Battery Stock 1000 • STG Junior Cup
At select events:
Mission King of the Baggers • Mission Mini Cup Presented by Motul
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MOTOAMERICA SUPERBIKE 2023 CHAMPIONSHIP

DEFENDING MOTOAMERICA SUPERBIKE CHAMPION JAKE GAGNE (1) TESTED AT BUTTONWILLOW.
PHOTO BY BRIAN J. NELSON.

is running factory teams supported by S&S in both the King Of The Baggers and Super Hooligans classes with ***Tyler O'Hara***, the defending Champion in both classes, racing alongside ***Jeremy McWilliams*** again... Roland Sands Design (RSD) has signed ***Bobby Fong*** and ***Kyle Ohnsorg*** to race Indian Challengers in King Of The Baggers and Indian FTR 1200s in the Super Hooligans class... ***Andy DiBrino*** will race a Competition Werkes-backed MV Agusta F3 RR in selected Supersport rounds and a DiBrino Racing KTM 890 Duke R in all rounds of the Super Hooligans series... Rodio Racing and Robem Engineering have merged and have ***Ben Gloddy*** and ***Gus Rodio*** competing on Rodio Racing—Powered by Robem Engineering Aprilia RS 660s in REV'IT! Twins Cup... ***Dominic Doyle*** will race a Team Iso Yamaha YZF-R7 in Twins Cup... ***Stefano Mesa*** is competing against gasoline-fueled motorcycles on a Tytlers Cycle Racing Energica Eva Ribelle electric motorcycle in Super Hooligans... ***Hayden Bicknese***, a 16-year-old from Missouri, is staying in the Junior Cup in 2023 and looking to improve on his eighth-place finish in the 2022 Championship... Colorado's ***Kreece Elliott*** is contesting the 2023 Junior Cup series on his Elliott Racing Kawasaki Ninja 400.

(Above) Jordan Szoke. Rob O'Brien/CSBK photo. (Below) AFT CEO Gene Crouch. Scott Hunter/AFT photo. (Left) Start of a Supersport race during the 2022 North West 200 event. NW200 Press Office photo.

Rising star ***Kayla Yaakov*** was forced to sit out the MotoAmerica REV'IT! Twins Cup season-opener at Daytona after suffering injuries to her right leg during testing at Roebling Road Raceway. "I just tucked the front and lowsided. But then when I got into the sand, the bike hit, caught air, and landed on my legs," Yaakov told *Roadracing World*.

Indian Motorcycle has posted over $120,000 in contingency money for the 2023 MotoAmerica season. In King Of The Baggers, $83,000 is up for grabs for Indian riders with $3,000 for race wins and a $20,000 bonus for winning the Championship. In Super Hooligans, race winners on Indians will earn $3,000 and the Champion will earn a $5,000 bonus. In addition, Indian has posted more than $280,000 in American Flat Track (AFT) with $7,500 going to riders who win on Indians and a Championship bonus of $25,000 to a rider who wins the title.

Drag Specialties has posted $67,000 in contingency for the 2023 Mission King Of The Baggers Championship. Prizes include $2,000 for a race win and cash payouts down to fifth place.

Yamaha, meanwhile, is offering $15,300 in contingency in MotoAmerica's new Stock 50, Stock 110, and Stock 125 Mini Cup classes.

The 2023 North America Talent Cup (NATC), an official Road to MotoGP program, has been cancelled due to a lack of entries for the season, according to ***Brandon Cretu***, CEO of Rise Moto, which ran NATC on behalf of AMA/FIM North America and Dorna. "The North America Talent Cup has been cancelled for 2023 due to lack of entries," Cretu said. "The series received a lot of direct support from the FIM. Without enough entries, that support was not justified anymore, so I could no longer afford to run the series on my own with the limited sponsorship I had available." Contributing factors to the lack of participation were the late announcement of the 2023 schedule and FIM raising the minimum age to participate in the 2023 NATC series from 13 to 14 years old, which is the same minimum age required to compete in the MotoAmerica Junior Cup.

AMA Pro Racing has promoted ***Gene Crouch*** from Chief Operating Officer (COO) to Chief Executive Officer (CEO). Crouch has been with AMA Pro Racing since its foundation in 2008; was with Daytona Motorsport Group for many years before that; and has been a driving force behind the success of the American Flat Track (AFT) series. Crouch takes over from ***Michael Lock***, who had led AMA Pro Racing since 2016 and will transition into the role of Executive Consultant for AMA Pro Racing while also supporting NASCAR and IMSA, according to a press release.

At the Daytona Short Track I, the 2023 AFT season-opener at Daytona International Speedway, Estenson Yamaha's ***Dallas Daniels*** topped Mission/Roof Systems Indian rider ***Brandon Robinson*** and third-place finisher ***Briar Bauman*** on his Parts Plus/Jacob Companies KTM 890 Duke in the AFT SuperTwins race. Red Bull KTM's ***Kody Kopp*** won the AFT Singles race by defeating D&D Racing/Certified KTM's ***Dalton Gauthier*** and third-place finisher ***Trevor Brunner*** on his Estenson Racing Yamaha YZ450F.

Daniels won again on his Yamaha MT-07 in Daytona Short Track II, which was postponed by

Dallas Daniels (32) leads JD Beach (95), Brandon Robinson (44), and Jared Mees (1) in the Super Twins final during the AFT Short Track Race 1 event held at Daytona International Speedway. Photo by Scott Hunter/AFT.

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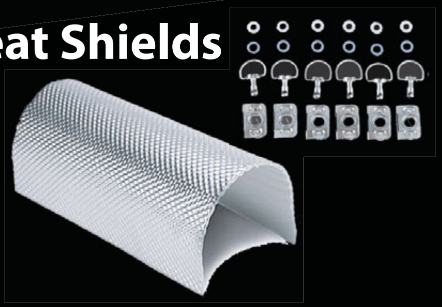

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one day due to rain. ***Jarod Vandrkooi*** was the runner-up on his JMC Motorsports Indian, and ***Davis Fisher*** got third on his Rackley Racing Indian. In AFT Singles, defending Champion Kopp came out on top again over Gauthier while ***Chase Saathoff*** scored third on his American Honda CRF450R.

At the Senoia Short Track, defending AFT SuperTwins Champion ***Jared Mees*** held off Daniels by 0.174-second to win, while Daniels' teammate ***JD Beach*** got his first podium of 2023 with third. In AFT Singles, it was Kopp's teammate ***Max Whale's*** turn on top as he won over 1st Impressions Husqvarna rider ***James Ott*** with Gauthier third.

Club and Regional Racing

Army Of Darkness (***AOD***) is returning to the 2023 N2/WERA National Endurance Series with a new tire sponsor and a new rider. Joining (AOD) regular riders ***Chris Peris***, ***Ben Walters***, and ***Cody Wyman*** is four-time AMA Superbike Champion ***Josh Hayes***, and they will be riding on Dunlop tires. And 2023 be AOD's 30th year in endurance racing.

The ***National ASRA Sprint Series*** will once again be sponsored by Pirelli tires in 2023. The National ASRA Sprint Series races will now also count toward "regional championship points," according to ASRA.

Dan Spurlock has been named the New Rider Director for MRA's 2023 season, replacing ***Jeff Brown***, who stepped down after holding the position for 12 years.

Army of Darkness (99) is defending its N2/WERA National Endurance #1 with new tire sponsor Dunlop and new rider Josh Hayes joining Chris Peris (seen here), Ben Walters and Cody Wyman. Photo courtesy AOD.

Industry News

AMA Motorcycle Hall of Famer ***Steve Wise*** has been named Grand Marshal of the 31st AMA ***Vintage Motorcycle Days*** July 21-23, 2023, at Mid-Ohio. Wise won races in AMA Superbike (at Mid-Ohio), AMA Supercross, AMA Motocross, and the made-for-TV ABC Wide World of Sports Superbikers. Wise is still the only rider to ever win an AMA Motocross and AMA Superbike National, according to AMA. Wise will sign autographs, speak to enthusiasts from the AMA Soundstage, lead attendees on a Lap For History around the Mid-Ohio circuit each day, and drop the starting gate for a motocross event.

Former Pro Motocross, Supercross, and Arenacross racer ***Zach Lurie*** has been appointed Triumph's North American Off-Road Product & Race Support Manager. Lurie will oversee all of Triumph North America's racing activity but will be focused primarily on Triumph's upcoming off-road racing efforts.

Vortex Racing has been acquired by private equity firm River Birch Capital Partners. Company Founder ***Matt Griffin*** is continuing to do product development for the company.

(Above) Hall of Famer Steve Wise (38). (Right) Triumph Race Support Manager Zach Lurie. (Below) Vortex HQ.

R.I.P.: (Left) Racer/dealer Nick Hayman. (Below) Crew Chief Eric Gray.

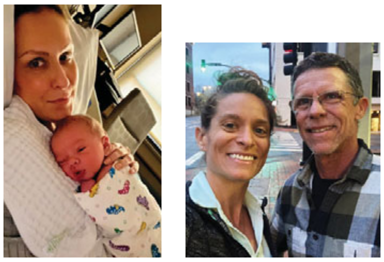
Milestones

The 2016 Daytona 200 winner ***Michael Barnes*** and ***Anne Roberts***, a former racer and the current Advertising Sales Director for *Roadracing World*, were married March 2 in Marietta, Georgia. Roberts is now going by Anne Barnes.

TOBC Racing team owner ***Michelle A. Lindsay*** and husband ***Miles Wilson*** had a son, Holden ***Dean Wilson***, via a surrogate March 21, in Oklahoma City, Oklahoma. Lindsay has been battling pancreatic cancer for several years.

R.I.P.: Dealership co-owner and former racer ***Nick Hayman*** died February 15, after a long battle with cancer. He was 64. Hayman, who was originally from London, England, raced a Ducati in AFM and selected AMA Pro events from 2007 to 2012, scoring points in AMA Pro Supersport races. Hayman co-owned Munroe Motors, in San Francisco, California.

R.I.P.: Longtime race mechanic and former racer ***Eric Gray*** died March 21 at his home in Cache, Oklahoma. He was 60. Gray was the Race Team Manager for Altus Factory Racing, which won the 2020 MotoAmerica Stock 1000 and Superbike Cup Championships with Cameron Petersen; won the 2021 MotoAmerica Stock 1000 and Superbike Cup Championships with Jake Lewis; and won MotoAmerica Junior Cup races with Kayla Yaakov in 2022. ***RW***



(Above, Left) Michelle Lindsay with baby Holden Dean Wilson. (Above, Right) Anne and Michael Barnes.

(Above, Left) Christopher Spargo (19) won in AHRMA Formula 750 at Roebling Road Raceway. (Above, Right) Colton Roberts (9) won at Carolina Motorsports Park. Photos by Etechphoto.com/AHRMA.

AHRMA

The battles between two-strokes and four-strokes of the early 1970s live on in AHRMA's Formula 750 class, the featured class of the 2023 AHRMA Vintage Cup. ***Christopher Spargo***, riding a 1976 Yamaha RD400, used a last-lap move to pass similarly equipped ***Mark Morrow*** and 1972 Harley-Davidson XR750TT rider ***Tripp Nobles*** in the season-opening race at Roebling Road Raceway. Morrow was the runner-up, and Nobles finished third. In Race Two, ***Tim Joyce*** won, leading from flag to flag on his 1968 Seeley NRE 750. Spargo was best of the rest in second place, and ***Colton Roberts*** scored third on his 1975 Yamaha RD400.

At the next event at Carolina Motorsports Park, Roberts was the star of the show, taking wins in both Vintage Cup races. ***Jeff Hargis*** was the runner-up in Race One on his 1972 Yamaha XS650, and ***Tony Read*** was third on a 1973 Triumph Bonneville. The runner-up in the second race was ***Rob Hall***, who rode a 1967 Triumph 650 after blowing up his Triumph 750 while leading the first day's race. ***Brian Larrabure*** finished third in Sunday's race on his 1972 Ducati Imola 750SS.

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Sponsored Riders

Sean Dylan Kelly, Moto 2 World Championship Rider

Patricia Fernandez, only female racer in Mission King of the Baggers and Roland Sands Super Hooligans class

Richie Escalante, racer in the Daytona 200

Latin American Motorcycle Association at Daytona

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IT'S PERSONAL

By Mick Ofield

2006 Honda **RC211V**

MotoGP World Champion Nicky Hayden on his 2006 Honda RC211V. Photos by Studio Milagro/DPPI.

The premier Grand Prix class had been 500cc since the series started in 1949. Initially four-strokes of various engine configurations dominated the series, but in the early 1970s two-strokes started to give the "diesels" a run for their money, and by the late 1970s the class was basically all two-stroke. With emission regulations pretty much putting an end to two-strokes sold for street use, the relevance of developing two-stroke technology was tough to justify. However, compared to developing prototype four-stroke engines, GP two-strokes were relatively cheap and gave the manufacturers great marketing exposure in a lot of countries. Still, by the turn of the century the manufacturers wanted to race machines closer to those they sold. A new premier class, MotoGP, was introduced for 990cc prototype four-strokes. This class started in 2002 and initially included 500cc two-stroke machines. There were weight restrictions based on the number of cylinders for both types of engines; oval pistons could be used in four-strokes, but with an additional weight penalty.

Honda had a long and successful history of racing prototype four-strokes in the 1960s, whereas the other Japanese manufacturer's only experience had been with street-based four-strokes. It was no surprise that Honda was the first brand to show its MotoGP bike, the RC211V. A demonstration by Freddie Spencer and Mick Doohan was held at Round 13 of the 2001 Grand Prix series at Motegi, a Honda-owned track. By the start of the 2002 season Yamaha, Suzuki, and Aprilia also introduced prototype four-stroke MotoGP racebikes. While two-stroke 500s scored some points that year, Valentino Rossi on the Honda RC211V won 11 of the 16 rounds with only 1 DNF.

So what was so special about the RC211V? Rules allowed four-strokes to have 6+ cylinders which could have oval pistons like Honda's NR500 (see the September 2019 issue of Roadracing World, Historic Racebike Illustrations). But Honda engineers chose an unusual, five-cylinder, non-oval-piston configuration. The cylinders were arranged in a 75.5-degree V with three at the front and two at the rear. The advantages of this choice were a narrower engine at the rear for the rider to get tucked in and with clever orientation of the crankshaft firing order, no need for a balance shaft. Honda had plenty of experience in overcoming power-robbing friction and oil drag. To reduce oil drag the RC211V had a semi-dry sump, and the crankcase featured an oil baffle that directed spent oil away from the crank, down into the very deep sump. A scavenge/feed pump supplied oil to the crankshaft, valve gear and transmission. Five throttle bodies nestled in the engine's V, each with two multi-hole injector nozzles, one downstream of the throttle valve, one above the velocity stack (showerhead style). The PGM-F1 injector system's ECU continually controlled fuel pressure and predicted the amount of fuel "sticking" to the port walls to give optimum throttle response and correct fuel ratio. The valve train was pretty conventional, using gear-driven camshafts operating valves closed by conventional valve springs. The four valves per cylinder were set at a very narrow angle of approximately 23 degrees (estimated using engine pictures and diagrams). The engine was very compact fore and aft, allowing a long swingarm to be used and helping keep mass centralized.

Unlike some of their rivals, Honda engineers did not use a revised version of their two-stroke chassis for the RC211V but started with a clean sheet of paper. A large part of the fuel tank or "cell" was positioned under the seat, reducing changes in the height of center of gravity caused by fuel consumption during the race. This design also allowed room for a large airbox in front of the fuel cell but cut the space normally taken by the upper rear shock mount. The solution to the shock location problem was to have the whole shock mounted to the swingarm at the top and compressed by a linkage at the bottom. This went against the norm of trying to reduce un-sprung weight of suspension components but it worked. Now the rear shock, fuel cell, and engine were as close together as possible for optimum mass centralization, making for more predictable behavior during braking and accelerating. Various versions of the frame were tried with different amounts of lateral flex to increase feel when fully banked over.

The RC211V underwent various changes during its 5-year lifespan. Power was increased to approximately 260+bhp @16,500 rpm; bore x stroke changed in 2004 from 73.00 x 47.30mm to 75.00 x 44.80mm; valve sizes grew 1mm; and various rear shock linkage systems were tried. The 2006 RC211V illustrated here was a special "new generation" or "evolution" version used by Nicky Hayden to win the MotoGP World Championship. The engine's front to back length was shortened, its weight was reduced by 7%, and power increased by 3%. A new throttle control system had the throttle cables only operating the front three throttle bodies, with the rear two controlled by the ECU. Wheel sizes were now 16.5-inches front and back. Note the size of the rear rotor on Nicky's bike, a hangover from his dirt track days!

Like all RC211Vs, fit and finish were more like a showroom model than an evolving racebike. With the rules requiring a reduction in engine size to 800cc for 2007, 2006 was the last year of the RC211V. I would like to dedicate this illustration to members of the Hayden family, who have given so much to our sport.

For more information on art-quality, 20-inch x 16-inch prints (with a choice of white or beige background) of this motorcycle and other historic racebikes, please see the "Historic Racebike Illustration Prints" ad on page 51. **RW**

HONDA

2006 HONDA **RC211V**

It was a major change when the 500cc GP class changed to allow 990cc four-strokes in 2002. With years of racing four-stroke technology, Honda created the five-cylinder RC211V. The bike was a winner from the outset. Nicky Hayden won the 2006 World Championship on this bike.

Water-cooled 75.5-degree V5 four-stroke • Bore x Stroke: 75.0mm x 44.8mm
Capacity: 989.60cc • Power Output: 260 bhp @ 16,500 rpm • Gear Ratios: 6
Fuel injectors: PGFI 48mm x 5 • Primary Drive: Gear • Final Drive: #520 Chain
Wheelbase: 57 inches • Dry Weight: 326 lbs. • Front Wheel: 3.63 or 3.50 x 16.5
Rear Wheel: 6.25 or 6.50 x 16.5 • Front Brake: Brembo disc x 2 • Rear Brake: Nissin disc.

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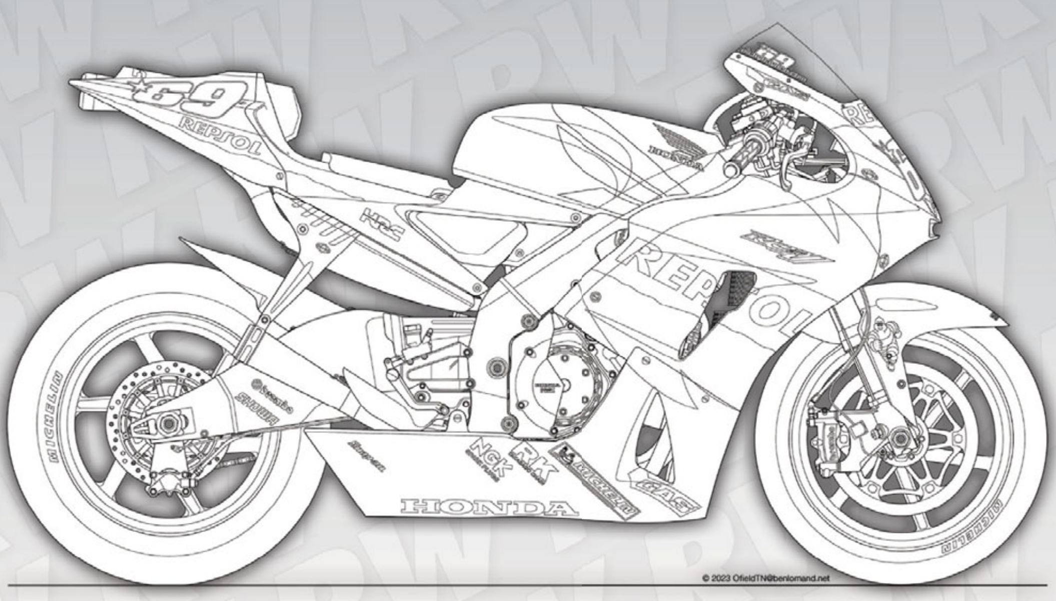
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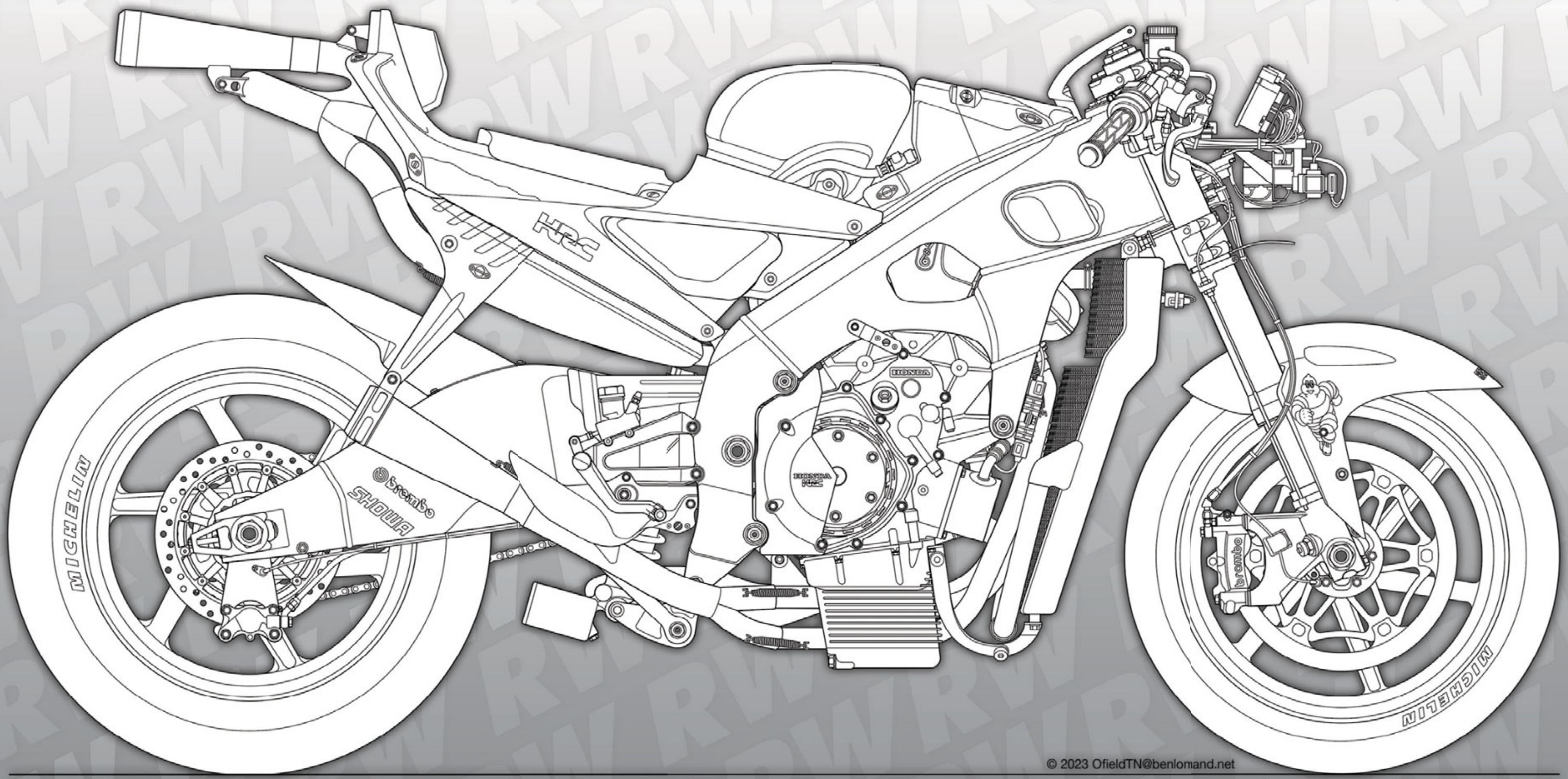
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2024 Triumph Street Triple 765 R & RS Intro

Jerez, Spain ›

TRIPLE THREAT!

(Above and Below, Right) Racing Editor Chris Ulrich aboard the 765cc Triumph Street Triple RS on the Circuito de Jerez. The RS and the less expensive R both have upgrades developed from Triumph's experience building spec Moto2 engines.

By Chris Ulrich

The Triumph Street Triple's 765 RS' three-cylinder engine is singing as it bounces off the rev-limiter in sixth gear. The dash is flashing with the throttle pinned, the bike going as fast as it will go on a semi-deserted highway in the south of Spain. I come to my senses shortly after reaching terminal velocity and spotting a car ahead, and roll off the throttle, slowing to a more responsible speed. It was a good thing we were headed back to the racetrack!

I've lived on a planet where fully-faired sportbikes rule over all. They still do in terms of performance and lap times. But the sportbike customer base has been aging, so the industry is changing. And while there is still a place for hyper-aggressive racer-replica sportbikes, there are now more comfortable high-performance options. The industry typically calls them roadsters, but they're really naked sportbikes—just like their namesakes but with no fairing.

Anyway, in the case of Triumph, the last time I did something that risky on the street was during the 2006 Daytona 675R press launch in Malaysia. That model was the base for the rest of the fully-faired Triumphs, including the final version, the 2021 limited-edition Daytona Moto2 765. Triumph says it will no longer produce sportbikes with fairings and has shifted to what most consumers want, performance with comfort.

Triumph is relying heavily on its middleweight Street Triple 765 line to deliver that comfort and performance. The original Street Triple model was introduced in 2007, well before performance became a selling point for naked bikes. Since then, the development path has been evolutionary rather than a series of ground-up redesigns, with each round of upgrades delivering increased performance without a big price tag. The original model used the 675cc three-cylinder engine and had limited suspension adjustability, and a lot has changed since that first model. The 765cc engine platform with a claimed 121 bhp and 72 lbs.-ft. of torque and S, R, and RS model variants were introduced for the 2017 model year. The 2020 model got 9% more mid-range along with an Öhlins rear shock and auto-blip.

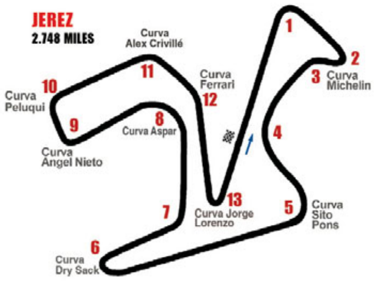
Customers have embraced the Street Triple line, with Triumph claiming to have sold 130,000 units worldwide since its inception. That's about 8,125 Street Triples per-year throughout one of the most turbulent times we've seen in the motorcycle industry. The naked bike category has been gaining steam over the years and more manufacturers are introducing high-performing naked sportbikes. That's because performance sells.

The Racing Connection

Triumph is the latest non-Japanese manufacturer to use racing as a marketing tool to put the brand's technical capabilities on display. The company seized an opportunity to become the sole engine supplier for the Moto2 World Championship in 2019. The Moto2 engine supply deal put Triumph and performance of its three-cylinder 765 engine on display in front of the world. And it has been a marketing home run, while also driving development of the platform. From a racing fan's perspective, it's great to hear the unique, throaty sound of the three-cylinder Triumph engine ripping around in Moto2 races after years listening to a field of aging inline four-cylinder Honda CBR600RR engines.

Triumph was also an early supporter of the Next-Generation Supersport concept when ap-

A Triumph Street Triple R on the left and a Street Triple RS on the right, posed on the straightaway at Jerez. The RS has upgraded suspension and brakes.



The latest Triumph 765cc Street Triples have a new, better-flowing three-into-one exhaust system with a single catalytic converter located underneath the engine.

proached by then-FIM Technical Director Scott Smart in 2019. Unfortunately, the decision to move forward was delayed by a season after Yamaha objected to a potential threat to the Blu Cru's dominance in the World Supersport class. An alternative plan was launched in cooperation with Dorna and MSV, the promoters of the British Superbike Championship. The Next-Gen concept would be proven in 2021, then rolled out in the World Championship in 2022. Triumph signed on and tasked Simon Buckmaster's PTR team to do the development with Brandon Paasch and Kyle Smith as its riders. It was a success and the Next-Gen era in the Supersport World Championship and MotoAmerica kicked off with the 2022 season. Triumph's season started strong, with Paasch winning the Daytona 200. The brand had more success when Stefano Manzi earned Triumph's first World Supersport (dry) win of the Next-Gen era at Portimão.

While Triumph was an early supporter of the Next-Gen concept, it was not going to build a fully-faired streetbike just for racing. Instead, the company homologated its naked middleweights, the Street Triple 765 R and RS. Triumph's path to turning a middleweight naked bike into a Next-Gen racer was straight-forward. The top triple clamp must be replaced by a homologated piece that was designed by Triumph and is manufactured by PTR Racing, its current official team in the World Championship. Fairings are based on the Daytona 675 R model and are adapted to fit the 765 R. A top-end kit that includes a head and camshafts is available from Triumph, but customers must use Peter Hickman Performance to install the kit. A lightweight ACG unit is also available as an add-on, but is not mandatory. Of course the race-spec Street Triple 765 R must use a Mectronik MKE7 ECU, Solo Engineering left switch, and ECU Master ADU5 dash as required by the Next-Gen Supersport rules. Currently, the 765 is allowed full throttle-opening in the Supersport World Championship to help it keep up with the Ducati and Yamaha, which were given concessions by the new FIM Technical Director, who replaced Scott Smart. A lower spec is used in National Championships, including in MotoAmerica, where the Triumph is allowed about 10-15% less throttle opening.

Whether it's Moto2, Next-Gen Supersport, or the SuperMotoCross Championship, Triumph is committed to racing and using racing success to re-establish itself as a leader in the marketplace.

2024 Street Triple Evolution

For 2024, the Street Triple 765 retains the same engine and chassis architecture, with a series of upgrades that improve performance on and off the racetrack. There are three Street Triple 765 models, the 765 R and 765 RS, along with the limited-run Moto2, which is already sold out. Nobody at the intro got to ride the Moto2 replica, so I am going to focus on the R and RS models that I did ride.

The 765cc liquid-cooled DOHC inline three-cylinder engine is mechanically identical across all three Street Triple models. The 78.0mm x 53.4mm bore and stroke is unchanged, but the engine received a host of engine upgrades that come directly from the Moto2 engine program. All are aimed at improving combustion efficiency, while increasing power and also lowering emissions. Newly reshaped pistons with fully machined crowns match the shape of the machined combustion chamber, reducing the volume and increasing the compression ratio from 12.65:1 to 13.25:1. The intake port has been machined to increase flow, while higher-lift cams allow more fuel-air mixture to make it into the cylinder, and larger valve pockets are machined into the new pistons to allow clearance for the higher lift. The increased stress produced from the higher compression required the connecting rods and wrist pins to be beefed up for durability. Outside of the engine, the length of the velocity stacks was reduced by 20mm to improve top-end power.

First gear is now taller, but the ratios from second through sixth have been tightened up. Final drive gear is shorter, going to 15/48. The transmission gear manufacturing process has also been changed to reduce the

The author on a Street Triple R on a country road near the Jerez MotoGP track. The R model has more street-oriented suspension; stiffer springs could improve cornering as well as overall ride quality.

2024 TRIUMPH STREET TRIPLE 765 RS [R] SPECIFICATIONS

Engine Configuration:	Inline Three-Cylinder, Four-stroke
Engine Displacement:	765cc
Engine Cooling:	Liquid
Compression Ratio:	13.25:1
Combustion Chamber Design:	Pentroof
Valves Per Cylinder:	4
Intake Valves Per Cylinder (Material):	2 (Steel)
Exhaust Valves Per Cylinder (Material):	2 (Steel)
Bore x Stroke:	78mm x 53.4mm
Connecting Rod Material:	Steel
Connecting Rod Length:	104mm
Claimed Peak Horsepower:	128.2 bhp @ 12,000 rpm [118 bhp @11,500 rpm]
Claimed Peak Torque:	59 lbs.-ft. @ 9,500 rpm
Engine Redline:	12,650 rpm
Valve Angle (Included):	N.A. degrees Intake/ N.A. degrees Exhaust
Valvetrain Type:	DOHC, Link-Plate Chain Drive, Shim-Under-Bucket Lash Adjustment
Valve Adjustment Interval:	6,000 miles
Intake Valve Diameter:	30.5mm
Exhaust Valve Diameter:	25.5mm
Intake Valve Stem Diameter:	3.9mm
Exhaust Valve Stem Diameter:	3.9mm
Intake Valve Maximum Lift:	9.9mm
Exhaust Valve Maximum Lift:	9.1mm
Intake Valve Timing:	
Open BTDC:	15 degrees
Closed ABDC:	53 degrees
Duration:	248 degrees
Lobe Centers:	109 degrees
Exhaust Valve Timing:	
Open BBDC:	49.5 degrees
Closed ATDC:	17.5 degrees
Duration:	247 degrees
Lobe Centers:	106 degrees
Valve Timing Measurement Point (lift):	1mm
Fuel Delivery System:	EFI, Ride-By-Wire Throttle Bodies
Air Filter Type:	Pleated Paper
Exhaust System Type (Material):	3-2-1 (Stainless Steel)
Rider Aids:	
IMU:	Continental 6-Axis
Traction Control:	Yes
Slide Control:	Yes
Wheelie Control:	Yes
ABS:	Yes
Ride Modes Available:	Rain, Road, Sport, Rider, Track
Lubrication System:	Wet Sump
Oil Capacity:	3.59 quarts (3.40 liters)
Fuel Capacity:	4 gallons (15.16 liters)
Transmission Type:	Constant Mesh
Clutch Type:	Wet Multiplate, Back-Torque Limiting
Clutch Actuation System:	Cable
Clutch Spring Type:	Coil
Number Of Clutch Springs:	5
Number Of Clutch Plates:	17
Drive Plates:	9
Driven Plates:	8
Primary Drive Gear Teeth (Ratio):	76/41 (1.85:1)
Final Drive Sprocket Teeth (Ratio):	15/48 (3.2:1)
Transmission Gear Teeth (Ratio):	
6th:	24/23 (1.04:1)
5th:	25/22 (1.14:1)
4th:	27/21 (1.29:1)
3rd:	36/24 (1.5:1)
2nd:	39/21 (1.86:1)
1st:	37/16 (3.31:1)
Transmission Overall Ratios:	
6th:	6.15:1
5th:	6.74:1
4th:	7.63:1
3rd:	8.88:1
2nd:	11.0:1
1st:	19.59:1
Theoretical Speed In Gears At Redline:	
6th:	151 mph
5th:	138 mph
4th:	121 mph
3rd:	104 mph
2nd:	84 mph
1st:	47 mph
Engine Speed At 60 mph:	5,015 rpm
Frame Design (Material):	Twin-Spar (Aluminum)
Rake/Trail:	23.2 degrees rake/96.9 (3.81 inches) trail [23.7 degrees rake/ 98.7mm Trail (3.88-inches)]
Triple Clamp Offset:	27.5mm
Claimed Wheelbase:	55.08 inches (1,399 mm)
Measured Wheelbase:	55.3 inches (1,405mm)
Seat Height:	32.9 inches (836mm) Standard; 798mm Low Seat & Suspension Link
Footpeg Height:	14.5 inches (370mm)
Handlebar Height:	41.5 inches (1,055mm)
Steering Stem to Seat Center:	19.4 inches (495mm)
Front Forks:	Showa Inverted BPF [Showa Inverted SFF-BP]
Fork Tube Diameter:	41mm
Fork Adjustments:	
Rebound Damping:	5.5-turn Range
Compression Damping:	7-turn Range
Spring Preload:	20-turn Range
Front Wheel Travel:	4.52 inches (115mm)
Rear Wheel Travel:	5.28 inches (134.2mm)
Rear Suspension Type:	Öhlins STX40 Single Shock [Showa Single Shock]
Rear Shock Adjustments:	
Rebound Damping:	20-Positions [3-turn Range]
Compression Damping:	20-clicks [5-turn Range]
Spring Preload:	14mm Range [10mm Range]
Measured Swingarm Length:	23.2 (590mm)
Front Brakes:	310mm (12.2-inch) Floating Dual Disc, 4-piston Brembo Stylema Radial Monobloc Calipers [Brembo 4-piston M4.32 Radial Calipers)
Rear Brake:	220mm (8.6-inch) Single Disc, Single-piston Brembo Caliper
Front Wheel:	17 x 3.50-inch Cast Aluminum Alloy
Rear Wheel:	17 x 5.50-inch Cast Aluminum Alloy
Front Tire:	120/70 ZR-17 Pirelli Supercorsa SP V3 [Continental ContiRoad]
Rear Tire:	180/55 ZR-17 Pirelli Supercorsa SP V3 [Continental ContiRoad]
Claimed Wet Weight (Full Tank):	414 pounds (187.8 kg)
Overall Width:	31.18 inches (792mm) At Handlebars
Overall Height:	41.89 inches (1064mm) Without Mirrors
USA Suggested Retail Price:	$12,595 [$9,995]

amount of whine coming from the transmission. The primary gear on the crankshaft has been widened to improve durability. The same was done to the drive gear on the counterbalancer shaft.

Despite the engines being mechanically identical, the models do not put out the same horsepower thanks to different engine mapping. The R model has a peak horsepower of 118 bhp at 11,500 rpm, while the RS puts out 128 bhp at 12,000 rpm. Both models produce 59 lbs.-ft. of torque at 9,500 rpm.

Triumph's chassis geometry has included relatively steep rake and short trail, which creates more nimble, but often less stable, handling, which is a typical design trend for roadsters/naked sportbikes. The twin-spar aluminum chassis and long gull-wing design swingarm is shared by the R and RS model. Both models share 27.5mm triple clamp offset. But, as with the engine, there are significant differences between the bikes. On the R model, the rake is 23.7 degrees, while trail is 98.7mm. The Street Triple 765 R is delivered with 41mm Showa Separate Function Big Piston Front inverted forks. The SF-BPF fork separates the spring and damping duties, with the left fork leg carrying a spring and pre-load adjuster, while the right fork leg takes care of the damping duties. At the rear, a Showa shock is used. The R is fitted with a set of 4-piston Brembo M4.32 radial-mount monobloc brake calipers actuated by a Nissin Axial master cylinder. Continental ContiRoad tires come as OEM equipment on the R. All those components function well, and were selected to balance performance and cost. Holding down the component cost helped Triumph offer the Street Triple 765 R with a U.S. MSRP of $9,995.

There are some significant differences on the Street Triple 765 RS model. The RS has even more aggressive geometry numbers, with steeper rake (23.2 degrees) and less trail (96.9mm) thanks to a 10mm shock spacer that raises the rear ride height. The RS comes fitted with higher-spec standard Showa Big Piston Front (BPF) forks and an Öhlins STX40 rear shock. The brake system is also up-spec, with a combination of Brembo Stylema calipers actuated by a Brembo MCS master cylinder clamping on fully-floating 310mm rotors. Track ready Pirelli Diablo Supercorsa SP V3 tires come fitted as OEM equipment. The extra performance costs more, giving the RS an American-market MSRP of $12,595.

A new electronics suite with Cornering ABS and Traction Control is anchored by a Continental 6-Axis IMU that comes standard on all Street Triple 765 models. Four Ride Modes with pre-defined levels of intervention—Road, Rain, Sport, and Rider—are included on the R model. The RS and Moto2 models also come with a Track Mode option that disables the cornering ABS and allows four-levels of adjustment to the Traction Control, and Wheelie control is also available. Using an IMU for inputs makes the system predictive, removing power based on pre-determined slip targets for a given Ride Mode. That means power can be removed using ignition timing changes, which is smoother than cutting ignition. In addition to the rider aids, all three models come with a quick-shifter and auto-blip downshifting.

Triumphs On The Road

The on-road component of the launch took the group out of Jerez headed northeast on a route through the hilly countryside. My day started on the Street Triple 765 R, the less sporty version with ContiRoad tires. Features like Cornering ABS, Traction Control, and heated grips were nice to have during the cold, wet morning. As the road dried and the pace picked up, the R's street-oriented suspension components worked fine, although a stiffer setting would have improved the overall ride quality; I was on the bottom of the travel even at a relatively reserved street pace, and stiffer settings would have helped the bike finish the corners a bit better.

The seat-to-peg distance got cramped as the miles piled up and the lack of any wind protection had the muscles in my neck screaming before the lunch stop. But the 765cc engine delivered smooth, tractable power though the rev range, giving me plenty of gear options while cruising through twisty sections of the road. And the engine was perfectly balanced, with very little vibration transferred though the handlebars.

I was assigned an RS model for the trip from the lunch stop back to the racetrack. It was then that I decided the extra $2,600 for the up-spec RS had great value. The higher-specification BPF forks, Öhlins shock, and aggressive geometry eliminated the complaints I had about the R model. Having a more aggressive Track throttle map gave me better, instant response and added to the fun factor. And the extra 10 horsepower was nice to have up top; the RS tops out at 138 mph before getting into the rev

Continued on page 60-61

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27th Annual Roadracing World Young Gun Awards: 2023

YOUNG GUNS

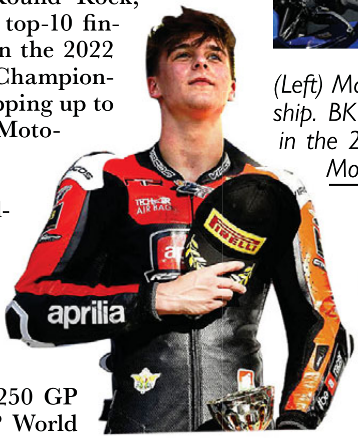
By David Swarts

Roadracing World started this exclusive special feature recognizing the most promising young road racers as an answer to pessimists who claimed North America had no new, up-and-coming young racers. This edition of the Roadracing World Young Gun Awards marks the 27th consecutive year of showcasing what is actually an abundance of new talent.

The young riders recognized here are the top 27 most promising young road racers under the age of 19 in North America. Each is being featured individually on www.roadracingworld.com. Here are the Roadracing World Young Guns, Class of 2023.

➤***Eli Banish***, 14, of Burlington, Kentucky, took a 12th-place finish in a British Talent Cup race and won races (18) and Championships (three) racing with WERA in 2022. He plans to continue in the British Talent Cup in England in 2023.

➤***Hayden Bicknese***, 16, of Defiance, Missouri, placed eighth in the 2022 MotoAmerica Junior Cup Championship, earning a podium and 10 top-10 finishes along the way. His aim is to win the 2023 MotoAmerica Junior Cup Championship.



➤***Chase Black***, 16, of Round Rock, Texas, took a fifth and 12 top-10 finishes on his way to ninth in the 2022 MotoAmerica Junior Cup Championship. For 2023, Black is stepping up to ride an Aprilia RS 660 in MotoAmerica Twins Cup.

➤***Torin Collins***, 17, of Calgary, Alberta, Canada, had a best race finish of 17th in the FIM JuniorGP (Moto3) World Championship and had success racing with CVMA over the winter. He will ride his KTM RC250 GP in the 2023 FIM JuniorGP World Championship. He may also run MotoAmerica Supersport races.

➤***Julian Correa***, 14, of Jupiter, Florida, earned a podium and eight top-10 finishes on his way to 12th in the 2022 British Talent Cup in England as well as numerous club racing victories in the U.S. Correa is aiming to win the British Talent Cup title in 2023.

➤***Kristian Daniel, Jr.***, a 14-year-old originally from Los Angeles but now living in Barcelona, Spain, took a best finish of 13th in the European Talent Cup Championship. Daniel will return to European Talent Cup in 2023, but he will be with a new team, MRE Talent.

Blake Davis, 16, of Lynchburg, Virginia, earned the 2022 MotoAmerica Twins Cup Championship and in his spare time co-rode to some N2/WERA National Endurance wins. In 2023, Davis will defend his Twins Cup title while also doing some MotoAmerica Supersport races.

(Left) Max Toth is racing in the European Moto2 Championship. BK Corse photo. (Below) Gus Rodio (96) was second in the 2022 Junior Cup and has already won in the 2023 MotoAmerica Twins Cup. Photos by Brian J. Nelson.

(Above) Twins Cup Champ Blake Davis. (Right) Red Bull Rookie Alex Enriquez. Brian J. Nelson photos.

(Above) Tyler Scott (70) won in MotoAmerica Supersport. (Left) Rocco Landers won four MotoAmerica Supersport races. (Below) Alessandro Di Mario is the 2022 North America Talent Cup Champion.

➤***Alessandro Di Mario***, 14, of Lexington, Kentucky, won the North America Talent Cup Championship, three AMA Grand Championships, and the 2022 AMA Nicky Hayden Road Race Horizon Award. In 2023, he will race in MotoAmerica Junior Cup.

➤***Avery Dreher***, 16, of Rockledge, Florida, took seventh in the 2022 MotoAmerica Junior Cup Championship with a podium and 11 top-10 finishes. He plans to fight for MotoAmerica Junior Cup race wins and the title in 2023.

➤***Alexander Enriquez***, 15, of Daly City, California, won two races, placed third in the 2022 North America Talent Cup, and also had two top-10 MotoAmerica Junior Cup finishes. This earned him a spot in the 2023 Red Bull MotoGP Rookies Cup.

➤***Ben Gloddy***, 17, of Northfield, New Hampshire, placed eighth in the 2022 MotoAmerica Twins Cup Championship and finished eighth in an Italian CIV Aprilia RS 660 Cup race at Vallelunga. He plans to chase the MotoAmerica Twins Cup Championship in 2023.

➤***Nathan Gouker***, 11, of Lexington, North Carolina, won the MotoAmerica 110 and 160 Mini Cup Championships, finished 12th overall in the FIM MiniGP World Finals, and won 10 WERA titles last year. He will continue in MotoAmerica Mini Cup in 2023.

➤***Damian Jigalov***, 18, of Schaumburg, Illinois, placed second in the 600 Superstock and 600 Superbike WERA National Challenge Championships in 2022. In 2023, he is competing in the MotoAmerica Supersport Championship on a Suzuki GSX-R750.

➤***Rocco Landers***, 18, of La Crescenta, California, took four wins and 12 total podiums on his way to placing second in the 2022 MotoAmerica Supersport Championship. He plans to pursue the MotoAmerica Supersport Championship again in 2023.

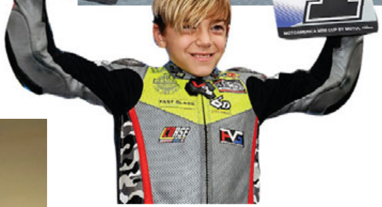
➤***Joseph LiMandri, Jr.***, 18, of Garden City, New York, won twice, took 10 podium finishes, and placed fourth in the 2022 MotoAmerica Junior Cup Championship. For 2023, he's stepping up to the MotoAmerica Twins Cup on a Yamaha.

➤***Kensei Matsudaira***, 12, of Los Angeles, California, won the 2022 MotoAmerica 190 Mini Cup Championship and won Moto5 races in two different series in Spain. He is moving up to the RFME ESBK Moto4 Spanish National Championship in 2023.

(Above) Kensei Matsudaira won Moto5 races in Spain. evike.com photo. (Below) Rossi Moor won the Northern Talent Cup title. Dorna photo.

NORTHERN TALENT CUP
CHAMPION
2022

(Above) Jesse James Shedden (99) won six Talent Cup races. (Right) Mikey Lou Sanchez is racing in the Pre-Moto3 Championship in Spain. MLS Racing Photo.



(Above) Max Van (48) won three 2022 MotoAmerica Junior Cup Races. (Left) Nathan Gouker won two MotoAmerica Mini Cup Championships. (Below) Kayla Yaakov is racing in MotoAmerica Twins Cup. Brian J. Nelson photos.

➤***Yandel Medina***, 15, of Bronx, New York, took three top-six finishes while competing as a rookie in the 2022 MotoAmerica Junior Cup Championship. He is looking to improve on that performance in the same series in 2023.

➤***Rossi Moor***, 15, of Portland, Oregon, dominated the 2022 Northern Talent Cup, winning five times, taking 10 podiums, and winning the Championship despite missing the final round due to injury, which has delayed his 2023 racing plans from being solidified. The Hungarian-American hopes to race in MotoAmerica.

➤***Gus Rodio***, 18, of Hammonton, New Jersey, finished as the runner-up in the 2022 MotoAmerica Junior Cup Championship, after winning three races and taking 11 total podium finishes. He is racing an Aprilia RS 660 in the 2023 MotoAmerica Twins Cup.

➤***Mikey Lou Sanchez***, 12, of McDade, Texas, and currently living in Alicante, Spain, won a RFME ESBK Moto4 Spanish National race at Jerez and placed second in the CIV Moto4 Spanish Championship. He is moving up to the RFME ESBK Pre-Moto3 Championship for 2023.

➤***Tyler Scott***, 17, of Emmaus, Pennsylvania, finished third in the 2022 MotoAmerica Supersport Championship with one win and a total of nine podiums while competing as a rookie in the class. He is aiming to win the MotoAmerica Supersport title in 2023.

➤***Jesse James Shedden***, 14, of Helendale, California, won six races and had 11 total podium finishes on his way to second in the 2022 North America Talent Cup Championship. He will be competing in the CIV Junior series in Italy in 2023.

➤***Maxwell Toth***, 17, of Belmont, California, was the co-Champion of the 2022 CIV Aprilia RS 660 Trophy Cup with four wins in eight races. He also had a podium finish in RFME ESBK SuperStock. He will race in the FIM JuniorGP Moto2 European Championship in 2023.

➤***Max Van (a.k.a. Maximillion Vandenbrouck)***, 17, of Shelby, Michigan, won three races and placed fifth in the 2022 MotoAmerica Junior Cup Championship. His goal for 2023 is to win the MotoAmerica Junior Cup Championship.

➤***Hank Vossberg***, 12, of De Pere, Wisconsin, won races with ASRA, CCS, N2/WERA, Road America Supermoto, and WERA and earned two WERA National Championships in 2022. He will continue racing with WERA in 2023.

➤***Owen Williams***, 15, of Lake Forest, California, took a fourth and nine top-10 finishes in the 2022 MotoAmerica Junior Cup Championship and won three 2021-2022 CVMA Winter Series titles. He plans to jump up to MotoAmerica Supersport after he turns 16 in 2023.

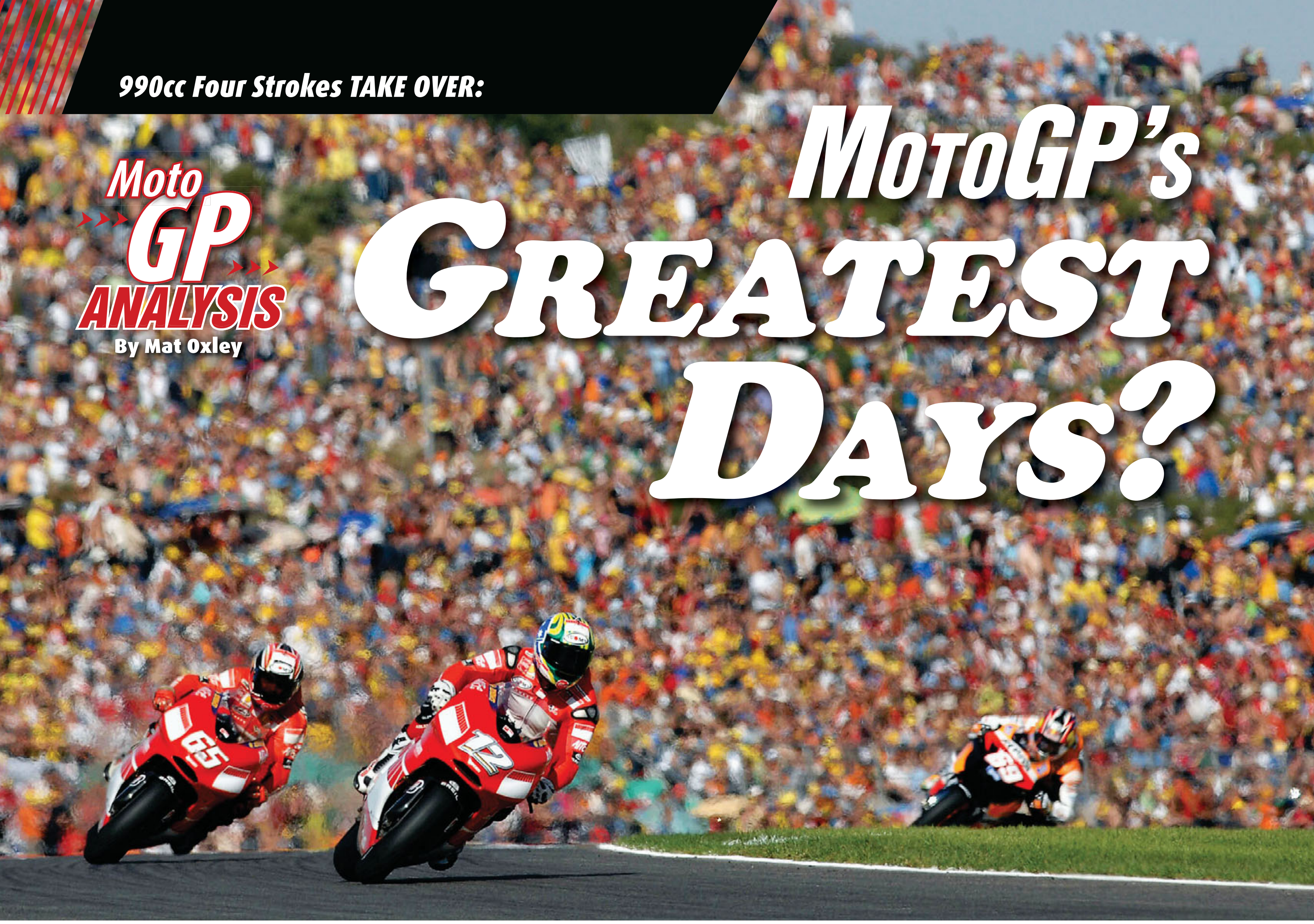
➤***Kayla Yaakov***, 15, of Gettysburg, Pennsylvania, became the first female to win a MotoAmerica race with four Junior Cup wins in 2022, finishing third in the final standings. For 2023, Yaakov is racing a Yamaha in MotoAmerica Twins Cup. ***RW***

990cc Four Strokes TAKE OVER:

MotoGP's GREATEST DAYS?

Moto GP ANALYSIS

By Mat Oxley



Just 20 years ago the new four-stroke MotoGP class came alive when Ducati joined Honda, Yamaha, Suzuki, Aprilia and the rest on the grid. So were those early days of 990cc GP bikes MotoGP's golden age, and did they produce the greatest Grand Prix bike of all time?

"Soon these bikes will become legends," said Valentino Rossi at the end of the five-year reign of the first big-bore MotoGP bikes, the wild 990cc four-strokes that arrived in 2002 and were foolishly replaced by the hated, peaky 800s in 2007.

Many MotoGP paddock insiders and fans still remember the 990cc years as a golden moment of motorcycle excitement. You could argue that although the era started in 2002 it only really got going the following year, when Ducati's mind-bogglingly fast Desmosedici joined Honda's sublime RC211V, Aprilia's bonkers RS3 Cube, Yamaha's initially underwhelming YZR-M1, Suzuki's problematic GSV-R and Kawasaki's short-lived Ninja ZX-RR on the grid.

The first MotoGP rules were written to encourage technical diversity, so Triples were allowed to be lighter than Fours and Fives, which could be lighter than Sixes. The grid therefore featured some very different answers to the question of going around a racetrack as quickly as possible: Aprilia built a pneumatic-valve

(Above) The last 990cc MotoGP race, at Valencia in 2006, saw wild-card Troy Bayliss (12) and his Paolo Ciabatti-led WSBK team show up and win; Ducati's regular V4 Desmosedici rider Loris Capirossi (65) was second. Nicky Hayden (69) finished third and won the World Championship on the V5 Honda RC211V. (Below) Valentino Rossi (46) was a dominant Champion on the new Honda V5 in both 2002 and 2003.

(Above) Valentino Rossi (46) on the Yamaha in 2005; he won the 2004 and 2005 titles after defecting from Honda at the end of 2003 and sorting out the Yamaha. (Below) Phillip Island 2004, Loris Capirossi (65) and then-teammate Troy Bayliss (12) lead a group on their Ducatis, chased by Yamaha's Max Biaggi (3), Honda's Dani Pedrosa and Nicky Hayden, Honda's Colin Edwards (45), Yamaha's Marco Melandri (33) and Kawasaki's Shinya Nakano (56). Rossi and Honda's Sete Gibernau were already well ahead and battling for the win.

Inline-3; Ducati and Suzuki made V4s; Kawasaki and Yamaha built Inline-4s; and Honda and Proton made V5s, taking advantage of the fact that Fives could run at the same minimum weight as Fours.

MotoGP nearly got a Six too, when Czech minimoto-manufacturer Blata started work on a V6 in 2004. But the project died before the bike had even been built.

And in 2002 there were still two-stroke 500s in the mix—the Honda NSR500 and Yamaha YZR500 V4s, plus King Kenny Roberts' Proton V3.

There hadn't been such an assortment of machinery in GP racing for 30 years, since the early 1970s, when Giacomo Agostini and his MV Agusta four-stroke Triple lined up against Kawasaki two-stroke Triples, Yamaha two-stroke Twins, Matchless four-stroke Singles and the Konig, a motorcycle powered by a flat-4 two-stroke outboard engine.

These were also shining, innocent days, just before electronic rider controls and then computer modeling became a vital part of MotoGP, when riders laid rubber as they powered out of corners, controlling slides with the throttle, and fighting the bikes on the brakes, before anti-spin maps and engine-braking maps fixed those problems.

The racing was therefore all-action, the bikes snaking this way and that, riders dancing left and right, trying to maintain control.

It's no surprise that it took pit-lane engineers a while to get the hang of the 990s, because these were the first four-stroke prototype racebikes since MV's last GP season in 1976 and Honda's fabulous but flawed oval-piston NR500, born a few years later.

In 2002 the 990s did beat the 500cc two-strokes, which had ruled since the mid-1970s, because obviously that's what they were designed to do, with their 98% engine capacity advantage.

Some fans and some paddock people hated the move from two-stroke "stinkwheels" to four-stroke "diesels," but why race two-strokes when every brand had stopped selling them? Nevertheless, several riders mourned their passing by wearing black armbands at the season-ending race, because the grid was already set to go fully four-stroke from 2003.

The four-strokes dominated because they had more speed and because they're better at getting around a racetrack. "A four-stroke is easier because when you're mid-corner on a 500 you have zero power," explained Rossi's Crew Chief Jeremy Burgess. "When you open the throttle from the lowest rpm point, say 6,000 rpm, the 500's not making any more power than a streetbike, but then it suddenly builds to 190 horsepower. On the four-stroke you touch the throttle mid-corner and you've already got tons of torque, so from that point you can open the throttle fairly quickly."

On the other hand, the best riders and engineers also mourned the 500s, because they were so tricky to master, both on track and in pit lane. "Setting up the two-stroke was harder," said Rossi. "And if the setting wasn't 100% the bike was a disaster, which was a big challenge for me and also for the mechanics."

Burgess agreed: "It's just less brain power with the four-stroke."

Some older riders who had enjoyed and suffered earlier, nastier 500s thought the same. When someone asked Frenchman Christian Sarron, winner of the 1985 West German 500cc GP, what he thought of the 990s, he replied (with the unenlightened comment), "They're nice bikes… for girls."

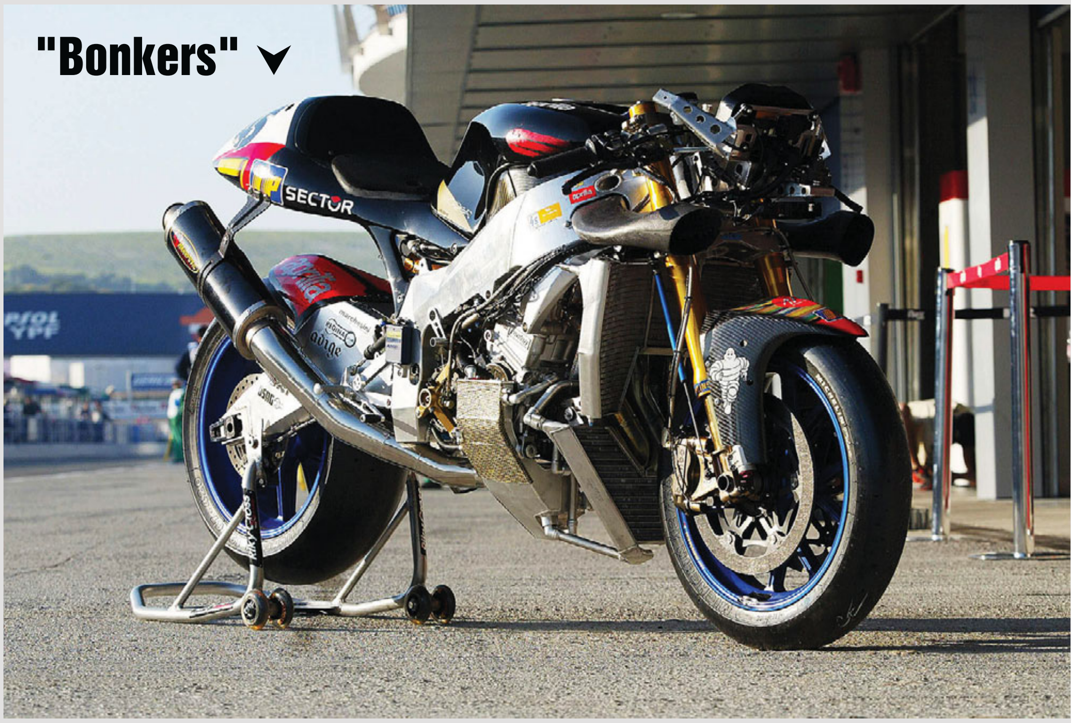
Rossi ruled the 990cc era, cruising to the first two titles on Honda's RC211V, which was in a different league to its rivals. Then he fell out with HRC and defected to Yamaha for 2004 to ride the nightmarish YZR-M1, which hadn't won a single race the previous year.

Yamaha executives had been so embarrassed during the 2003 season that they considered quitting MotoGP entirely. Instead, they decided not to go home but go hard, signing Rossi. Their plan was a two-year, two-stage project: Fix what was apparently a horrible motorcycle in 2004, then win the title in 2005, Yamaha's 50th anniversary.

In fact Rossi and his crew fixed the YZR-M1 in two days during the first pre-season tests. The Italian immediately identified the main problems. First, he kept losing the front entering corners, which explained why Yamaha's 2003 lead-rider Alex Barros had crashed his M1 so often. Second, the bike was heavy to throw around.

Rossi told his crew that the bike kept accelerating as he braked into corners. Crew Chief Jeremy Burgess asked Yamaha's electronics engineers to check the engine-braking software. They did and found

The Early Days Of 990cc Four-Strokes



(Above) The hard-to-ride three-cylinder RS3 Aprilia Cube had a knife-edge power delivery and a lot of under-developed advanced tech that didn't work well. (Below, Left) Regis Laconi on the first Cube in 2002; the project was shelved after two seasons. (Below, Right) The RS3 engine had pneumatic valves.

(Below, Left) The 990cc Suzuki V4, seen here ridden by 2000 500cc World Champion Kenny Lee Roberts (10) (a.k.a. Junior) never performed as well as Suzuki's two-stroke 500s, rarely making the podium. (Below Right) The Kawasaki ZX-RR was underwhelming despite the best efforts of Shinya Nakano (56).

"Problematic"

"Short-Lived"

The Yamaha YZR-M1 MotoGP engine started as an Inline Four and is still an Inline Four. This is the 2017 version.

An effort to build a V6 Blata in the Czech Republic started late and was canceled after the chassis work began.

Valentino Rossi won his first race on the Yamaha YZR-M1 at the opening round of the 2004 MotoGP season, beating Max Biaggi across the finish line.

that whenever Rossi squeezed the front-brake lever the program was opening the throttle, instead of closing it. How had Yamaha engineers and its previous riders not caught this?!

There were two quick and easy solutions to making the bike more maneuverable. Burgess discovered that the rubber air inlet at the base of the fairing nose was fouling the front mudguard during heavy braking (again, how had the Yamaha factory team not spotted this?!) and suggested a massive 15mm rise in overall ride height. Yamaha engineers freaked out but allowed the changes and that was that—the YZR-M1's handling problems were suddenly solved.

Of course, Yamaha also played an important role in fixing the YZR-M1, with Chief Engineer Masao Furusawa creating a long-bang firing configuration to improve power delivery and traction. By the end of the tests Rossi was fastest and had broken the lap record. Two months later he won the opening race of 2004 to become the first rider in history to win two consecutive premier-class GPs on different makes of machinery. And a few months after that he won the title, which he successfully defended in 2005. So Rossi won four of the five 990cc titles, to Nicky Hayden's single success in 2006.

The 990s started out making a gentle 220 horsepower which quite quickly became a not-so-gentle 250. Creating a linear power curve and a flat-as-possible torque curve were the secrets to success. And Honda got there first.

"A flat torque curve means you can spin up the tire at a particular throttle opening, and although the rpm comes up the torque doesn't come up with it," said Team Roberts engineer Tom O'Kane at the time. "Then if you hold a constant throttle the same amount of torque that broke the tire loose is still there, so you just hold the throttle and the bike comes back into line. That's what riders of the RC211V always say: They can get sideways, then get back into line whenever they want."

Which is exactly what Aprilia riders weren't saying—the Cube behaved more like a 500cc two-stroke, which is why the project was shut down at the end of 2004, putting factory rider Jeremy McWilliams out of a job. Not that he minded…

"That bike wanted to kill you everywhere," remembers the Northern Irishman. "It made lots of horsepower but in all the wrong places. I think it broke every one of my ribs twice in 2004. It had this really weird torque curve, so the engineers tried to fill in the holes in the curve with clever fuel and torque maps. It started making torque at around 9,000 rpm, then it dropped away and then there was a really sharp torque peak at 12,500, which sent the bike sideways and fired you on your nose."

The engineers who became very good at making lots of power that riders could put to the ground, thanks in part to advanced electronics, worked for Ducati. They arrived slightly late to the party, but they were soon popping champagne corks, when Loris Capirossi won the brand's first premier-class victory only six races into the 2003 World Championship.

Ducati's desmodromic-valve Desmosedici was immediately the fastest thing on the grid, reaching 206 mph at Mugello that year. (And the

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bike is still MotoGP's fastest, clocking 225.7 mph last summer.) Its steel-tube-trellis frame initially worked well but when Capirossi and teammate Troy Bayliss asked for too much, it spectacularly tied itself in knots.

The curtain fall of the 990cc era couldn't have been better—the 2006 season-ending Valencia Grand Prix still rates as the greatest event of motorcycle GP history. Valentino Rossi went into the weekend leading Nicky Hayden by a few points, after the American had lost the series lead at the previous race when he'd been taken out by his teammate Dani Pedrosa. But Rossi crashed at Valencia while Hayden finished third to claim the title and wild-card Troy Bayliss won the race on a Ducati. That Sunday had everything, like a (much better) motorcycling version of Days of Thunder.

(Above) The 2003 Yamaha YZR-M1 shown here didn't win a single race, and was a fourth or fifth-place bike on a good day with rider Carlos Checa (7). Valentino Rossi defecting to Yamaha quickly changed that.

(Above) Loris Capirossi won a few races on the 2003 990cc Ducati Desmosedici but finished fourth in title points behind three Honda RC211V riders.

(Above and Right) Valentino Rossi went from winning races and titles on the Honda NSR500 two-stroke V4 to winning on the 2002 Honda RC211V four-stroke V5 seen here, perhaps the greatest MotoGP bike.

What came next was the start of an ugly period for MotoGP. The 990cc engines were replaced by 800cc engines, which were the ultimate result of an inquiry into the death of Honda star Daijiro Kato at Suzuka in 2003. Those in charge of the World Championship believed the bikes needed to be slowed down but the 800s were actually faster around many racetracks, despite peaky power delivery which engineers fixed with increasingly complex electronic rider controls. The 800s were one-line-only motorcycles, so MotoGP became a game of follow the leader.

At the same time tobacco sponsorship was banned and a year later a global financial crisis hit. After those five glorious 990cc years MotoGP was in a mess: Much less action and less money…

Honda RC211V: Greatest Of All Time?

When the first MotoGP rules were announced, Suzuki and Yamaha pretty much shoehorned 990cc four-stroke engines into revised 500cc chassis, while Honda started from scratch.

The result was the Honda RC211V, arguably the greatest Grand Prix bike of all time, with an ingenious engine configuration at its heart. The engine was basically a V4 with a fifth cylinder acting as a balancer. It produced very useable power and lots of it, which is why the bike won 48 of the 82 races held during the 990cc MotoGP era.

The chassis was just as clever, utilizing many of the lessons Honda engineers had learned during the final years of 500cc GP racing but hadn't yet implemented. For example, much of the fuel tank was moved below the seat, so the bike was easier to handle, especially with a full tank.

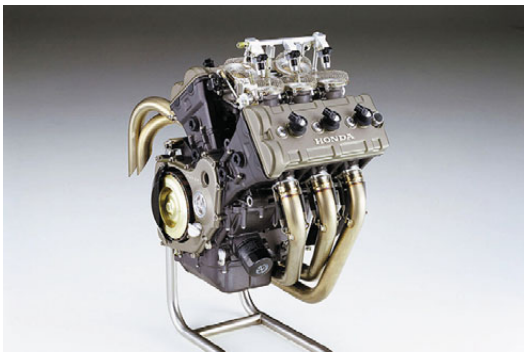
RC211V designer Tomoo Shiozaki explains: "Before we started work on the four-stroke everyone thought that 200 horsepower was the limit for 500s but our initial target for the RCV was 220 horsepower. When you obtain more power from a two-stroke, the power character becomes bad. But the four-stroke has a very gentle character from bottom to middle rpm, so we can get over 200 and the power character is still good.

"When we began, everyone at HRC gave ideas, like pneumatic valves. However, the purpose of that system is high rpm power which is not necessary with a 990cc engine, because it's easy for us to get as much horsepower as we need.

"We also worked very hard on the chassis. The RCV frame doesn't have such deep beam sections because we wanted some flex to change the harmonics of the chassis—sliding a bike is easier and not so snappy if the chassis isn't rigid.

"Mass centralization was a big target, so we designed new rear suspension [with both ends of the shock attached to the swingarm] to make space for the low-down fuel tank. This also reduced chatter, because normal suspension, with the shock attached to the chassis, transfers chatter forces directly to the chassis.

"With the low-down tank the bike is better at the start of races, with full fuel load. The NSR500 was only at 70% of its performance potential in the early laps but the RCV is more like 80% to 90%."



(Above) The 2006 version of the over-dog Honda RC211V V5 engine. (Below) Mat Oxley riding one of Valentino Rossi's RC211Vs at Valencia in 2002.

A Fateful Comparison Test

By Mat Oxley

I rode the Honda RC211V during a media test, on November 4th, 2002, and wrote this:

"Just 12 months ago, Honda's NSR500 ruled the world, as the most wanted racebike on Earth. Now the NSR is obsolete and unwanted, its reputation swept away by its four-stroke successor, the RC211V.

"And now I know why. Testing the RCV and NSR back-to-back at Valencia the day after the season-ending GP, the RCV takes your breath away, helps you do things you never thought you'd do on a motorcycle. Then you ride the NSR and it's a bag of nails—vicious, awkward, and too damned demanding.

"I feel weird slagging the once all-powerful NSR500 but I'm not alone. Alex Barros, who had won the previous day's race, turned up during the test to have a go on the NSR he'd ridden during most of 2002, just for old time's sake. He rode a handful of laps on the machine, returned to the pits and handed it to his mechanics, announcing, 'This bike is sheeeet!'

"Riding the RCV leaves you dizzy, struggling to translate its performance into words and wary of getting carried away on a wave of gushing hyperbole. But what the hell, this is like no other motorcycle I've ridden. It consigns every turbocharged, nitrous-boosted psycho bike to limpid greyness.

"You'd think that the RCV would blow you away with its speed and power—surely any motorcycle that can accelerate past an NSR500 like it's stood still must be a brain-frazzling terror? But the V5 isn't like that at all. The bike's most remarkable characteristic is its user-friendliness. The RCV is never scary, which is some achievement for a 220-horsepower motorcycle. It's like a 500 that wants to be your friend. The 500s aren't friendly—they're nasty, evil pieces of equipment that'll mug you given half the chance." **RW**

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HERRIN WINS CONTROVERSIAL RESTART

(Above) Josh Herrin (1) leads Danny Eslick (69), PJ Jacobsen (66), Richie Escalante (54), Tyler Scott (70), Hayden Gillim (69), Teagg Hobbs (79) in the original start of the 81st Daytona 200. (Below, Right) Herrin and Escalante on the tri-oval on Lap 50 of 57, heading for a fateful meeting in Turn One. Photos by Brian J. Nelson.

By David Swarts

Warhorse HSBK Racing Ducati New York's Josh Herrin won the 81st Daytona 200, a MotoAmerica Supersport race that actually ran for 62 laps and 217.62 miles in a controversial ending.

Daytona 200/Supersport Race

Riding his Ducati Panigale V2, pole-sitter Herrin, age 32, led the 44-rider field into Turn One at the start of the race. Within five laps, the lead group had been whittled down to eight riders with Herrin leading TOBC Racing Triumph's Danny Eslick, Celtic/Tytlers Cycle/TSE Racing Yamaha's PJ Jacobsen, Mission Foods/Vision Wheel M4 ECSTAR Suzuki's Richie Escalante, Squid Hunter Racing Yamaha's Josh Hayes, Disrupt Racing Suzuki's Hayden Gillim, Eslick's teammate Brandon Paasch, and Attack Performance Yamaha's Cameron Petersen, who started having problems with his clutch from the start and pitted early at the end of lap 11 thinking he might have a tire related problem.

After the first round of scheduled pit stops (between laps 18-20), the lead group shrank to include Herrin, Escalante, and Hayes with a second group of Gillim, Eslick, Paasch, and Jacobsen trailing and losing ground. The second group then lost Jacobsen on lap 32 when he crashed in the West Horseshoe, but Jacobsen was eventually able to continue in the race, albeit three laps down to the leaders.

About the same time, MotoAmerica posted on the timing screen that Paasch would receive a 15-second penalty for speeding on pit lane during his first pit stop. Then Gillim crashed while running fourth on lap 37, but he was able to pick his bike up quickly and continue racing.

As the second pit stop window approached, Herrin and Escalante were swapping the lead and Hayes was about three seconds adrift in third. After the second pit stops, however, Hayes' deficit jumped to seven seconds and grew from there.

The race for the win came down to Herrin and Escalante, who seemed evenly matched and passed each other back and forth everywhere on the 3.51-mile course.

Then at the start of lap 50, with seven laps to go, Escalante led into Turn One. Herrin dived up the inside at the last second and ran wide. Escalante had already turned in only to find Herrin on his inside, on an intersecting line. Escalante tried to stand his bike up to avoid Herrin, but Herrin and Escalante hit and Escalante crashed.

"I was just lining that pass up the entire race," said Herrin. "I knew there was about 10 or 15 laps to go. Just tried to see if I could do it because I knew it would fluster him at the end of the race if I could get in under him, because he was leaving an opening. I had the pass, and he stayed leaned over. That's what I saw out of it."

"Herrin passed me too much inside, very aggressive," Escalante told *Roadracing World*. "I think this the chance of racing. Sometimes happen. I have a lot of respect to Josh Herrin. I think he attack in that way because he know he can't win today. I think he want to do something aggressive. Today, I crash, but I don't have a problem with Josh."

At this point, Herrin had the lead to himself and a 20-second-and-growing buffer over Hayes. Then a red flag came out at the end of lap 53.

Eslick (who was running 10th and down a lap after a poor second pit stop) hit Vision Wheel ECSTAR Suzuki's Teagg Hobbs (who was running fourth and was turning in with his knee down) entering the International Horseshoe and the collision collected lapped rider Jason Waters. Hobbs and Waters both crashed hard, and officials stopped the race so workers could reach the riders safely.

There was little doubt that the race would be restarted, because there had been a five-lap restart in the recent past, but then it was announced that it would 10-lap restart (resulting in

62 laps of racing). Then it was announced that Herrin, the leader on the last lap completed (Lap 52) would start from seventh on the grid. During the break, the MotoAmerica's Stewards Panel ruled that Herrin had not ridden in a "responsible manner," resulting in contact with Escalante and his subsequent crash, and gave Herrin a six-grid-position penalty.

What very few people outside of MotoAmerica Race Direction knew at the time was the 10-lap restart was actually a new race, and that officials put riders like Petersen, (who had made a third pit stop prior to the red flag and gone down one lap), and Jacobsen would be scored as if they were on the lead lap.

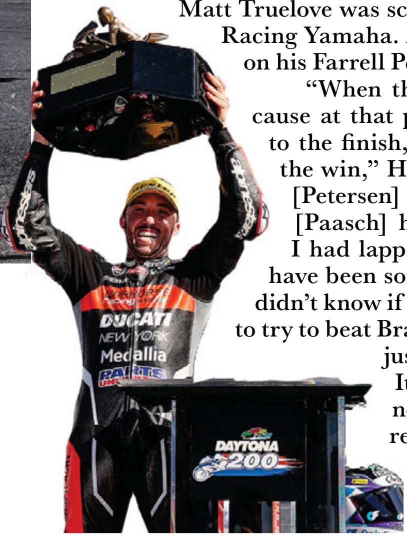
The final sprint was just that, and Herrin led Hayes, 17-year-old Daytona 200 rookie Blake Davis, Petersen, Gillim, Paasch, Jacobsen, a battered Hobbs on his repaired GSX-R750, Gillim's teammate Geoff May, and Eslick at the white flag. Herrin held the lead into the infield but pulled off line a bit coming onto the West Banking, allowing Hayes to take the lead. Hayes, who said he just then became aware that it was the final lap, put his head down and charged through the chicane as hard as he could. Herrin, meanwhile, maintained second position and gave a calculated gap to Hayes as he passed through the chicane.

Hayes' lead was significant, but Herrin's calculations were perfect and Herrin drafted by Hayes just before the finish line to take the victory by 0.07-second. It was Herrin's second Daytona 200 victory; he first won the race in 2010. It also gave Herrin the distinction of the greatest span of time between any rider's two Daytona 200 wins—13 years (a mark previous held by Eddie Lawson at seven years—1986 to 1993).

Hayes and Paasch crossed the finish line in a dead heat for second, according to the timing and scoring monitors, but after Paasch's 15-second penalty was assessed he was dropped to 11th. Hayes was scored in second place, just ahead of third-place Petersen, who was unaware that he finished third and went back to the garages before being summoned to Victory Lane.

Gillim was fourth and angry that Petersen was scored on the lead lap. Jacobsen came in fifth and later said that he purposely stayed out of the final battle at the front because he thought he was still three laps down. Davis and his Biothermal/Blake Davis Racing Yamaha crossed the finish line sixth, but he was scored 12th after his own 15-second penalty for speeding on pit lane was factored in, and that elevated Hobbs to sixth. May finished a few seconds back in seventh. Eslick, who, due to some problems with pit equipment, rode the whole race on one front tire, managed eighth. Brit Matt Truelove was scored ninth on his TSE/Truelove Brothers Racing Yamaha. And Jason Farrell rounded out the top 10 on his Farrell Performance Kawasaki ZX-6R.

"When they added five laps I was panicking because at that point I knew it was going to be a sprint to the finish, and I didn't think I had the legs to get the win," Herrin told reporters. "They told me Cam [Petersen] was a lap down. They told me Brandon [Paasch] had a 20-second penalty. I thought that I had lapped Blake Davis at one point, but it must have been somebody else. I was just super confused. I didn't know if I needed to try to beat Cam or if I needed to try to beat Brandon. I didn't know what was going on. I just had a lap where I said, 'You know what? It doesn't matter. I need to just try to win, no matter who's there.' Because if for some reason the guys in the pit were wrong, then I'd be screwed."



(Above) The first lap of the restarted 81st Daytona 200, Josh Herrin in front despite a six-position grid penalty, chased by Teagg Hobbs (79), Hayden Gillim (95), Brandon Paasch, Josh Hayes, Cam Petersen (45), and Geoff May (99). (Below) Herrin takes the checkered flag and wins after 217.62 miles (62 laps) or 35.1 miles (10 laps) depending how you look at it, followed across the line by Paasch (96) , Hayes (4), Petersen, Gillim, and Blake Davis (22). (Right) Herrin on the podium with the giant Daytona 200 trophy that comes with winning the iconic race; he also won a Rolex watch. Photos by Brian J. Nelson.

Before his bike blew up, Kyle Wyman (33) led King Of The Baggers Race One from James "Rocket" Rispoli (43), Hayden Gillim (79), Travis Wyman (10) and the rest of the field. Photos by Brian J. Nelson.

(Above) Mission Foods founder Juan Gonzalez gives Kyle Wyman a $5,000 check for winning the five-lap King Of The Baggers Challenge. (Right) Tyler O'Hara won Super Hooligans Race One over Bobby Fong and Jeremy McWilliams.

Mission King Of The Baggers

Pole-sitter Kyle Wyman was leading Mission King of the Baggers Race One by approximately two seconds on lap four of eight when his Screamin' Eagle Harley-Davidson Road Glide's engine blew up, forcing him to retire. On lap seven, Wyman's brother and teammate Travis Wyman pulled a double-draft pass to move into the lead ahead of Mission/Vance & Hines Harley-Davidson teammates James Rispoli and Hayden Gillim. Seconds after taking the lead, Travis Wyman's engine failed and spewed oil while on the East Banking, causing the race to be stopped. Rispoli was awarded the win, his first in the class, ahead of runner-up Gillim (whose bike died on the cool-down lap) and defending Champion Tyler O'Hara in third on his Progressive/ Mission Foods Indian Challenger despite his having to start at the back of the grid for missing the sighting lap.

With a 2022-spec engine in place of his blown 2023-spec engine, Kyle Wyman dominated Race Two. With a fastest lap time of 1:50.864 (two seconds faster than he qualified—1:52.956), Wyman ran away from the start and won the eight-lap race by 8.030 seconds. Rispoli controlled second place from lap three to the finish and left Daytona with the early Championship points lead. Gillim was third, giving him two podiums in two starts. O'Hara and his 58-year-old teammate Jeremy McWilliams had problems with their front tires chunking and struggled to finish 11th and eighth, respectively (McWilliams had also chunked a front tire in Race One, and O'Hara had chunked a front tire in Q1). Travis Wyman had another mechanical DNF in Race Two, and RSD Indian's Bobby Fong did not finish either race.

REV'IT! Twins Cup

Gus Rodio took the Twins Cup lead on lap five of nine and pulled way on his Rodio Racing/Powered by Robem Engineering Aprilia RS 660 to win Race One by 8.538 seconds, and it was his first win in the class. The fight for second was much closer, but in the end Jackson Blackmon took second on his Trackday Winner/Blackmon Racing Yamaha YZF-R7 in his first race since breaking his left ankle at Road America in 2022. Hayden Schultz crossed the finish line 0.06-second behind Blackmon in third on his Cycle Tech Yamaha YZF-R7. Defending Champion Blake Davis was 0.118-second behind Schultz in fourth on his N2 Racing/BobbleHeadMoto Yamaha. Ed Sullivan, the current Crew Chief for MotoAmerica Superbike racer Mathew Scholtz, rounded out the top five on his Giaccmoto Yamaha.

The original start of Race Two was halted when Dominic Doyle highsided his Team Iso Yamaha in the West Horseshoe (for the second race in a row) and suffered a leg injury. That saved Rodio, who had started late due to his fuel cap leaking and was able to take the complete restart from his original grid position. Rodio led four laps of the five-lap restart, but on the final lap Stefano Mesa, riding the MP13 Racing Yamaha in place of injured Kayla Yaakov, executed a perfect slipstream pass to beat Rodio by 0.162-second. Blackmon made it a pair of podiums with a lonely third. Davis rode through mechanical problems to finish fourth, just ahead of Schultz.

RSD Mission Super Hooligans

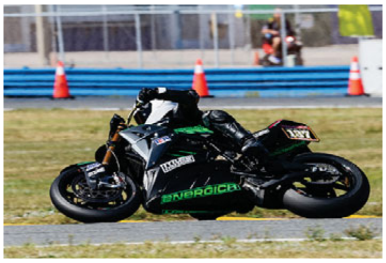
On an RSD Indian FTR 1200, Bobby Fong started from pole position and led every lap of Race One except for the last lap. That's when defending Champion Tyler O'Hara and his factory Progressive/ Mission Foods Indian FTR 1200 drafted by a weaving Fong down the back straight and took the win by 0.411-second. Fong finished second, and O'Hara's teammate Jeremy McWilliams was third, in spite of leaving his pit lane speed limiter on at the start of the race and losing many positions going into Turn One. Cory West was fourth in his debut on his new Team Saddlemen Harley-Davidson Pan America 1250, and Fong's teammate (and Polaris engineer) Kyle Ohnsorg rounded out the top five. Andy DiBrino, the winner of the sole Super Hooligan race at Daytona in 2022, took sixth while carrying 44 pounds of ballast on his DiBrino Racing KTM 890 Duke R.

Following Race One, organizers, taking into account the short four-round season, adjusted the balancing rules in the class, lowering the minimum weight limit of all motorcycles under 1,200cc from

Stefano Mesa (137) substituted for injured Kayla Yaakov on a MP13 Yamaha and won Twins Cup Race One.

397 pounds (180 kg) to 367 pounds (166.5 kg). Unfortunately, this did not help DiBrino as he crashed on the first lap of restarted Race Two.

On the restart, O'Hara, McWilliams, Fong, and a reinvigorated West battled early on until Fong dropped out due to a blown radiator. The other three continued to fight until the fifth and final lap, when West motored by O'Hara and McWilliams to reach the checkered flag first. After the podium ceremony, however, West was disqualified for a technical infraction; to balance the more powerful Pan America, it has to use the velocity stacks and airbox lid from the Harley-Davidson Sportster S, and during a late-night engine swap, a standard Pan America airbox was installed by mistake, according to West. O'Hara was declared the winner by a margin of 0.058-second over McWilliams. Mark Price was promoted to third on his Grey Area Racing KTM 890 Duke R. Nate Kern scored fourth on his Vigilante Racing BMW R nineT, and Stefano Mesa rounded out the top-five finishers on his Tytlers Cycle Racing Energica electric bike.



(After) Defending Champion Tyler O'Hara (1) passed Bobby Fong (50) to win Super Hooligans Race One at Daytona, both on Indians. Andy DiBrino (62) finished sixth on a KTM. (Left) Stefano Mesa (137) finished seventh in Race One and fifth in Race Two on an electric Energica. Photos by Brian J. Nelson.

▼(Below) Gus Rodio (96) won Twins Cup Race One; Blake Davis (1) was fourth and Ben Gloddy (72) DNF.

▼PJ Jacobsen (66) crashed while battling Hayden Gillim (left) and Danny Eslick in the first part of the Daytona 200. He picked up his bike, pitted for repairs, and later finished fifth in the restart.

RESULTS:

81ST DAYTONA 200/SUPERSPORT RACE RESTARTED (March 11): 1. Josh Herrin (Duc), Dunlop, $25,000, 10 laps, 18:27.106, 114.135 mph; 2. Josh Hayes (Yam), Dunlop, $20,000, -0.070-second; 3. Cameron Petersen (Yam), Pirelli, $15,000, -0.140; 4. Hayden Gillim (Suz), Dunlop, $12,500, -0.173; 5. PJ Jacobsen (Yam), Pirelli, $10,500, -0.439; 6. Teagg Hobbs (Suz), Dunlop, $9,000, -1.279 seconds; 7. Geoff May (Suz), Pirelli, $8,000, -4.462; 8. Danny Eslick (Tri), Pirelli, $7,000, -11.776; 9. Matt Truelove (Yam), Pirelli, $6,000, -11.780; 10. Jason Farrell (Kaw), Pirelli, $5,000, -14.523; 11. Brandon Paasch (Tri), Pirelli, $4,500, -15.069*; 12. Blake Davis (Yam), Dunlop, $4,000, -15.192*; 13. Taylor Knapp (Yam), Dunlop, $3,500, -25.696; 14. Christian Miranda (Yam), $3,200, -38.475; 15. Elliot Vieira (Yam), Bridgestone, $2,900, -51.708; 16. Alex Coelho (Kaw), Pirelli, $2,600, -72.099; 17. Chuck Ivey (Yam), Dunlop, $2,300, -73.602; 18. Jessica Capizzi (Kaw), Pirelli, $2,000, -74.583; 19. Kevin Nolde (Yam), Michelin, $1,800, -81.812**; 20. Paul Vance (Duc), Dunlop, $1,600, -92.261; 21. Roberto Vargas (Yam), Dunlop, $1,500, -97.749; 22. Tim Haye (Yam), $1,500, -1 lap; 23. Tony Storniolo (Kaw), Pirelli, $1,500, DNF; 24. Ben Young (Yam), Bridgestone, $1,500, DNF; 25. Alex Arango (Yam), $1,500, DNF; 26. Jason Waters (Yam), Dunlop, $1,500, DNF; 27. Darren James (Yam), Dunlop, $1,500, DNF; 28. Richie Escalante (Suz), Dunlop, $1,500, DNF; 29. Israel Gillett (Duc), Pirelli, $1,500, DNF; 30. Ryne Snooks (Yam), Dunlop, $1,500, DNF; 31. William Posse (Yam), $1,400, DNF; 32. Damian Jigalov (Suz), Dunlop, $1,400, DNF; 33. Kamil Holan (Duc), $1,400, DNF; 34. Danilo Lewis (MV), Dunlop, $1,400, DNF; 35. Michael Blaum (Kaw), Dunlop, $1,400, DNF; 36. Vincent Levellian (Kaw), $1,400, DNF; 37. Chris Sarbora (Kaw), Dunlop, $1,300, DNF; 38. Carl Soltisz (Suz), Dunlop, $1,300, DNF; 39. Tyler Scott (Suz), Dunlop, $1,300, DNF; 40. Andrew Bowen (Yam), $1,300, DNF. Race Distance, 10 laps, 35.100 miles; Race Time, 18 minutes, 27.106 seconds; Race Average Speed, 114.135 mph; Victory Margin, 0.070-second; Fastest Lap, Davis, 1:49.635, 115.255 mph. *=includes 15-second penalty for pit infraction, **=includes 30-second penalty for two pit infractions.

DAYTONA 200/SUPERSPORT QUALIFYING (Top 12 From Time Attack Session): 1. Herrin, 1:48.741, 116.225 mph; 2. Jacobsen, 1:49.005; 3. Scott, 1:49.027; 4. Eslick, 1:49.186; 5. Escalante, 1:49.219; 6. Gillim, 1:49.370; 7. Petersen, 1:49.410; 8. Hayes, 1:49.616; 9. May, 1:49.687; 10. Paasch, 1:50.069; 11. Hobbs, 1:50.138; 12. Truelove, 1:51.121; 13. Max Angles (Kaw), 1:50.174; 14. Sheridan Morais (Yam), 1:50.253; 15. Xavi Fores (Duc), 1:50.283; 16. Davis, 1:50.433; 17. Young, 1:50.613; 18. Soltisz, 1:50.666; 19. Knapp, 1:51.236; 20. Rhys Irwin (Suz), 1:51.339; 21. Waters, 1:52.469; 22. David Anthony (Yam), 1:52.904; 23. Miranda, 1:53.066; 24. Jigalov, 1:53.327; 25. Arango, 1:53.385; 26. Holan, 1:54.981; 27. Lewis, 1:55.069; 28. James, 1:55.443; 29. Coelho, 1:56.779; 30. Levillain, 1:56.932; 31. Farrell, 1:57.029; 32. Vieira, 1:57.190; 33. Storniolo, 1:57.284; 34. Ivey, 1:58.167; 35. Nolde, 1:58.412; 36. Snooks, 1:58.633; 37. Vance, 1:58.653; 38. Bowen, 1:58.778; 39. Gillette, 1:58.961; 40. Blaum, 1:59.319; 41. Vargas, 1:59.544; 42. Posse, 1:59.562; 43. Capizzi, 1:59.881; 44. Vest, 2:00.109; 45. Robert Ringnalda (Yam), 2:00.978; 46. Mark Haye (Suz), 2:01.295; 47. Sarbora (Kaw), 2:02.008; 48. Tim Haye, 2:02.112; 49. Shawn Veisz (Duc), 2:11.070.

REV'IT! TWINS CUP RACE ONE (All on Dunlop tires) (March 10): 1. Gus Rodio (Apr), 9 laps, 17:31.666, 108.137 mph; 2. Jackson Blackmon (Yam), -8.538 seconds; 3. Hayden Schultz (Yam), -8.598; 4. Blake Davis (Yam), -8.716; 5. Edward Sullivan (Yam), -15.108; 6. Jody Barry (Apr), -15.150; 7. Joseph LiMandri Jr (Yam), -26.630; 8. Cody Wyman (Yam), -26.875; 9. Chris Parrish (Yam), -26.932; 10. Darren James (Yam), -27.714; 11. Brett Donahue (Yam), -49.887; 12. Alex Arango (Apr), -53.161; 13. Trevor Standish (Yam), -66.019; 14. Jamie Bishop (Yam), -67.574; 15. Jeffrey Purk (Yam), -67.632; 16. Tyler Duffy

(Apr), -76.427; 17. Ryan Smith (Apr), -87.572; 18. Justin Filice (Kaw), -87.602; 19. Brad Faas (Apr), -87.648; 20. Chase Black (Apr), -109.239; 21. Bobby Bettencourt (Yam), -116.417; 22. Rodney Vest (Yam), -116.852; 23. Ray Hofman (Apr), DNF; 24. Dominic Doyle (Yam), DNF, crash; 25. Ben Gloddy (Apr), DNF, crash; 26. Jacob Crossman (Apr), DNF; 27. Stefano Mesa (Yam), DNF, mechanical; 28. Gino Angella (Yam), DNF; 29. Eric Reed (Yam), DNF. Race Distance, 9 laps, 31.590 miles; Race Time, 17 minutes, 31.666 seconds; Race Average Speed, 108.137 mph; Victory Margin, 8.538 seconds; Fastest Lap, Rodio, 1:56.195, 108.748 mph, Lap 8.

REV'IT! TWINS CUP RACE TWO (All Dunlop Tires) (March 11): 1. Mesa, 5 laps, 9:42.899, 108.389 mph; 2. Rodio, -0.162 second; 3. Blackmon, -6.322 seconds; 4. Davis, -12.392; 5. Schultz, -12.750; 6. LiMandri Jr, -12.751; 7. Barry, -12.790; 8. James, -13.127; 9. Wyman, -18.482; 10. Parrish, -18.559; 11. Hofman, -18.631; 12. Arango, -19.705; 13. Standish, -36.582; 14. Duffy, -36.623; 15. Crossman, -36.657; 16. Black, -36.702; 17. Bishop, -36.839; 18. Filice, -42.586; 19. Smith, -42.662; 20. Angella, -56.545; 21. Faas, -56.613; 22. Vest, -65.927; 23. Bettencourt, -66.827; 24. Sullivan, DNF; 25. Purk, DNF; 26. Doyle, DNF; 27. Donahue, DNF. Distance, 5 laps, 17.550 miles; Race Time, 9 minutes, 42.899 seconds; Race Average Speed, 108.389 mph; Victory Margin, 0.162-second; Fastest Lap, Mesa, 1:55.545, 109.360 mph, Lap 5.

REV'IT! TWINS CUP QUALIFYING: 1. Davis, 1:55.973, 108.956 mph; 2. Mesa, 1:56.029; 3. Doyle, 1:56.049; 4. Rodio, 1:56.189; 5. Schultz, 1:57.105; 6. Gloddy, 1:57.185; 7. Blackmon, 1:57.763; 8. Barry, 1:57.960; 9. Sullivan, 1:58.998; 10. James, 1:59.276; 11. Hofman, 1:59.481; 12. LiMandri, 2:00.050; 13. Parrish, 2:00.442; 14. Wyman, 2:00.717; 15. Donahue, 2:01.923; 16. Arango, 2:01.953; 17. Black, 2:02.532; 18. Standish, 2:02.871; 19. Purk, 2:03.353; 20. Duffy, 2:03.724; 21. Crossman, 2:04.181; 22. Filice, 2:04.181; 23. Bishop, 2:04.627; 24. Angella, 2:05.715; 25. Reed, 2:05.921; 26. Faas, 2:06.239; 27. Smith, 2:07.059; 28. Vest, 2:07.488; 29. Bettencourt, 2:07.894; 30. Brogan Richards (Suz) 2:09.783; 31. Thomas Ceparano (Apr), 2:11.453; 32. Mike Boyce (Apr), 2:12.992.

REV'IT! TWINS CUP POINT STANDINGS (After 2 of 14 races): 1. Rodio, 45 points; 2. Blackmon, 36 points; 3. Schultz, 27 points; 4. Davis, 26 points; 5. Mesa, 25 points; 6. TIE, LiMandri/Barry, 19 points; 8. Wyman, 15 points; 9. James, 14 points; 10. Parrish, 13 points.

MISSION KING OF THE BAGGERS RACE ONE (March 10): 1. James Rispoli (H-D), 6 laps, 11:15.809, 112.186 mph; 2. Hayden Gillim (H-D), -0.089 second; 3. Tyler O'Hara (Ind), -2.794; 4. Cory West (Ind), -13.182; 5. Jeremy McWilliams (Ind), -23.151; 6. Jake Lewis (H-D), -24.564; 7. Hawk Mazzotta (Ind), -34.798; 8. Kyle Ohnsong (Ind), -38.105; 9. Max Flinders (Ind), -40.302; 10. Frankie Garcia (H-D), -41.183; 11. Patricia Fernandez (H-D), -1 lap; 12. Travis Wyman (H-D), DNF, mechanical; 13. Kyle Wyman (H-D), DNF, mechanical; 14. Bobby Fong (Ind), DNF, mechanical; 15. Danny Eslick (H-D), DNF. Race Distance, 6 laps, 21.060 miles; Race Time, 11 minutes, 15.809 seconds; Race Average Speed, 112.186 mph; Victory Margin, 0.089-second; Fastest Lap, Rispoli, 1:51.737, 113.087 mph, Lap 2.

MISSION KING OF THE BAGGERS RACE TWO (March 11): 1. K. Wyman, 8 laps, 14:54.932, 112.956 mph; 2. Rispoli, -8.030 seconds; 3. Gillim, -11.035; 4. West, -23.378; 5. Lewis, -29.863; 6. Mazzotta, -32.464; 7. Ohnsong, -35.556; 8. McWilliams, -35.594; 9. Flinders, -35.663; 10. Eslick, -35.768; 11. O'Hara, -68.691; 12. Garcia, -68.934; 13. Fernandez, -75.061; 14. Fong, DNF, mechanical; 15. Shane Narbonne (H-D), DNF; 16. T. Wyman, DNF, mechanical; 17. Robert Johnson (H-D), DNF. Race Distance, 8 laps, 28.080 miles; Race Time, 14 minutes, 54.932 seconds; Race Average Speed, 112.956 mph; Victory Margin, 8.030 seconds; Fastest Lap, K. Wyman, 1:50.864, 113.977 mph, Lap 2.

MISSION KING OF THE BAGGERS QUALIFYING: 1. K. Wyman, 1:52.956, 111.867 mph; 2. Gillim, 1:52.998; 3. Rispoli, 1:53.110; 4. O'Hara, 1:53.615; 5. McWilliams, 1:53.907; 6. T. Wyman, 1:54.143; 7. Mazzotta, 1:58.417; 8. West, 1:59.720; 9. Flinders, 2:01.300; 10. Lewis, 2:01.706; 11. Johnson, 2:04.870; 12. Garcia, 2:05.472; 13. Fernandez, 2:07.678; 14. Bryan Shields (H-D), 2:14.525; 15. Kody Melton (H-D), 2:23.571.

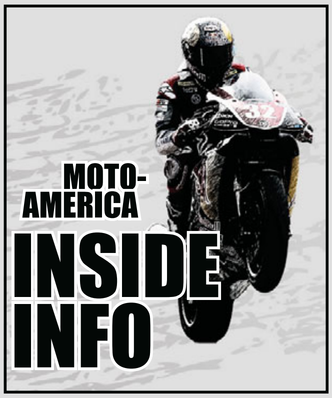
MISSION KING OF THE BAGGERS CHAMPIONSHIP POINT STANDINGS (After 2 of 14 races): 1. Rispoli, 45 points; 2. Gillim, 36 points; 3. West, 26 points; 4. K. Wyman, 25 points; 5. TIE, O'Hara/Lewis, 21 points; 7. TIE, Mazzotta/McWilliams, 19 points; 9. Ohnsong, 17 points; 10. Flinders, 14 points.

RSD MISSION SUPER HOOLIGAN RACE ONE (March 10): 1. Tyler O'Hara (Ind), 6 laps, 11:29.614, 109.940 mph; 2. Bobby Fong (Ind), -0.064 second; 3. Jeremy McWilliams (Ind), -1.230 seconds; 4. Cory West (H-D), -1.374; 5. Kyle Ohnsong (Ind), -6.995; 6. Andy DiBrino (KTM), -13.746; 7. Stefano Mesa (Energica), -36.740; 8. Mark Price (KTM), -37.037; 9. Nate Kern (BMW), -37.189; 10. Alex Taylor (KTM), -37.803; 11. Mallory Dobbs (Duc), -53.974; 12. Patricia Fernandez (H-D), -59.478; 13. Arnold Hastings (KTM), -65.070; 14. Sean Cresap (KTM), -65.073; 15. Hawk Mazzotta (Ind), -77.296; 16. Eric Stahl (H-D), -89.167; 17. Alex Clarke (KTM), -100.718; 18. Joseph Katzberg (KTM), -102.213; 19. Khari Ford (Ind), -1 lap; 20. Aaron Guardado (H-D), -1 lap; 21. Charles Condit (H-D), -1 lap; 22. Dillon Wall (H-D), DNF; 23. Kevin Greimel (H-D), DNF; 24. Josh Baird (Ind), DNF; 25. Chris Joffrion (KTM), DNF; 26. Danny Dominguez (Suz), DNF; 27. Robert Johnson (H-D), DNF; 28. John Trujillo (H-D), DNF. Race Distance, 6 laps, 21.060 miles; Race Time, 11 minutes, 29.614 seconds; Race Average Speed, 109.940 mph; Victory Margin, 0.064-second; Fastest Lap, McWilliams, 1:53.579, 111.253 mph, Lap 5.

RSD MISSION SUPER HOOLIGAN RACE TWO (March 11): 1. O'Hara, 5 laps, 9:41.268, 108.693 mph; 2. McWilliams, -0.058 second; 3. Price, -25.912 seconds; 4. Kern, -26.087; 5. Mesa, -32.546; 6. Wall, -35.197; 7. Cresap, -36.277; 8. Hastings, -46.590; 9. Stahl, -52.235; 10. Mazzotta, -52.679; 11. Clarke, -65.472; 12. Katzberg, -72.353; 13. DiBrino, -76.829; 14. Condit, -85.544; 15. Ford, -88.887; 16. Trujillo, -114.965; 17. Fong, DNF; 18. Ohnson, DNF; 19. Baird, DNF; 20. Taylor, DNF; 21. Fernandez, DNF; 22. Joffrion, DNF; 23. Dominguez, DNF; 24. Johnson, DNF; 25. Guardado, DNF; 26. Greimel, DNF. Disqualified, West. Race Distance, 5 laps, 17.550 miles; Race Time, 9 minutes, 41.268 seconds; Race Average Speed, 108.693 mph; Victory Margin, 0.058-second; Fastest Lap, O'Hara, 1:55.447, 108.693 mph, Lap 2.

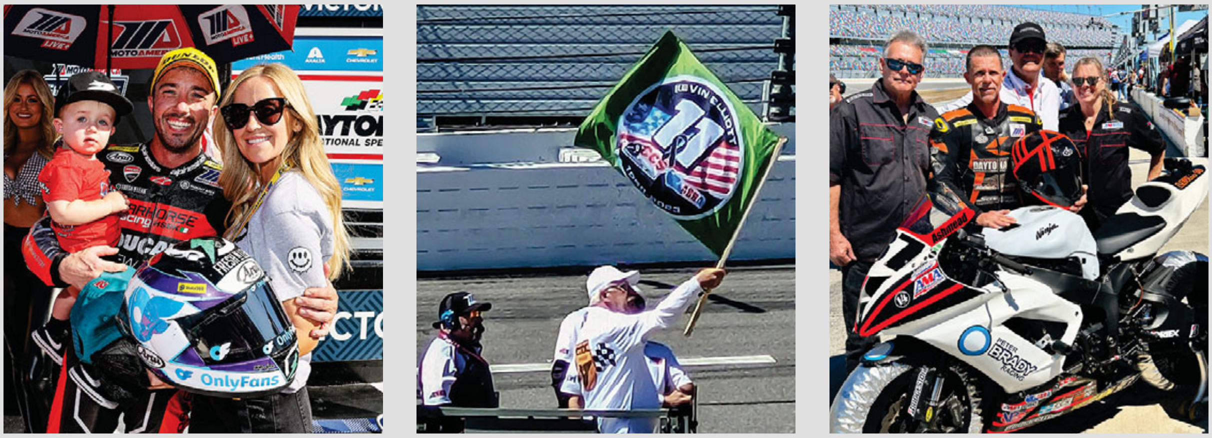
RSD MISSION SUPER HOOLIGAN QUALIFYING: 1. Fong, 1:54.180, 110.667 mph; 2. O'Hara, 1:54.591; 3. McWilliams, 1:55.668; 4. West, 1:55.906; 5. DiBrino, 1:56.247; 6. Ohnsong, 1:56.596; 7. Kern, 1:59.485; 8. Mesa, 1:59.516; 9. Baird, 2:00.123; 10. Price, 2:01.453; 11. Taylor, 2:03.523; 12. Cresap, 2:03.921; 13. Dobbs, 2:04.899; 14. Wall, 2:04.979; 15. Hastings, 2:05.037; 16. Fernandez, 2:05.784; 17. Joffrion, 2:06.557; 18. Dominguez, 2:07.003; 19. Mazzotta, 2:07.616; 20. Johnson, 2:08.778; 21. Clarke, 2:12.026; 22. Stahl, 2:12.280; 23. Katzberg, 2:12.435; 24. Condit, 2:14.218; 25. Ford, 2:14.252; 26. Guardado, 2:14.558; 27. Trujillo, 2:16.054; 28. Greimel, 2:18.421; 29. Kody Melton (H-D), 2:31.437.

RSD MISSION SUPER HOOLIGAN CHAMPIONSHIP POINTS STANDINGS (After 2 of 8 races): 1. O'Hara, 50 points; 2. McWilliams, 36 points; 3. Price, 24 points; 4. TIE, Fong/Kern/Mesa, 20 points; 7. TIE, West/DiBrino, 13 points; 9. TIE, Ohnsong/Cresap/Hastings, 11 points.



Josh Herrin earned pole position for the 81st Daytona 200 with a lap time of 1:48.741 during the 15-minute Time Attack session, which was only open to the top 12 riders after the two regular qualifying sessions were combined. That was not the fastest lap of the weekend, however. During Q2, Mission Foods/Vision Wheel M4 ECSTAR Suzuki's ***Richie Escalante*** did a 1:48.133, which beat Herrin's 1:48.33 from 2020 as the new All-Time Daytona 200 Lap Record for the 3.51-mile course. Herrin later turned the fastest lap of the race at 1:48.241.

The top five Daytona 200 qualifiers' teams were invited to participate in the second running of the Pit Stop Challenge, a competition between pit crews to complete a simulated two-wheel-change pit stop. ***Tyler Scott's*** Vision Wheel M4 ECSTAR Suzuki crew won the Pit Stop Challenge, its $7,500 cash purse, and a $1,000 credit for VP Racing Fuel. Warhorse HSBK Racing Ducati New York, the winner of the 2022 Pit Stop Challenge, was actually fastest again, but they were disqualified when Herrin's Ducati rolled out of the pit stop area with the team's 55mm socket still on the rear hub.



(Left) Daytona 200 winner Josh Herrin and family. (Center) Phil Sberna waves a flag memorializing ASRA's Kevin Elliott. Photo by Rolando Ampier. (Right) Michael Barnes made a lap honoring 1989 Daytona 200 winner John Ashmead; he poses with (from left) Ashmead bike owner Paul Schwemmer, Warren Dunham, and Laura Osborn. Photo by Robin Askins.

Prior to the start of the 81st Daytona 200, two people were remembered. ***John Ashmead***, the winner of the 1989 Daytona 200 and the current all-time Daytona 200 race mileage leader who passed away in October 2022, was honored by his friend ***Michael Barnes*** riding Ashmead's last Daytona 200 racebike for a memorial lap. ***Kevin Elliott***, who kept the Daytona 200 going under difficult conditions from 2015 to 2019 as an ASRA Sportbike race and died in January 2023, was honored by the ceremonial waving of a special green flag at the start of the sighting lap for the race. The flag was designed and waved by Elliott's longtime friends ***CJ Cohen*** and ***Phil Sberna***, respectively.

Scoring Confusion

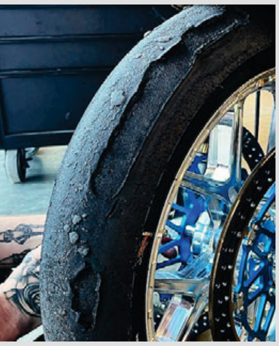
Many people who watched the 81st Daytona 200 were confused about how the restarted race was handled and how the final results were determined. Many riders and paddock veterans also expressed confusion on several aspects of the restarted race and its finish, but the fact is MotoAmerica followed the wording in its Daytona-specific rules—the same rules as used in 2022—to the letter.

The 10-lap restart: The leaders of the race had completed 52 of 57 scheduled laps when the race was stopped. In the 2023 Daytona 200 and Supersport Extended Race Supplemental Regulations, it states that if the Daytona 200 is stopped after more than three laps and with less than 53 laps completed, the race will be restarted for a "second race" and the distance of the restarted/second race will be enough to complete the original race distance of 57 laps and "shall not be less than ten (10) laps."

As a result, the 2023 Daytona 200 was actually the Daytona 217.62 (62 laps x 3.51 miles) or the Daytona 35.10 miles (10 laps x 3.51 miles). According to 1972 Daytona 200 winner and Daytona 200 historian ***Don Emde***, this was either the longest or shortest Daytona 200 race ever.

How riders who were one or more laps down before the restart were classified on the lead lap for the restart: Only riders who finished 75% (39 laps in this case) of the original race and were actively competing at the time of the red-flag stoppage were eligible to compete in the restarted/second race. The grid positions were determined according to the finishing order of the stopped/first race, according to the rules, and "The final race classification will be established according to the position and the number of laps of each rider at the time he crossed the finish line at the end of the last part of the race." In short, this means that the restart of the race was a new race only open to riders who had completed 39 laps of the original race and were still actively competing when that original race was stopped.

The 15-second time penalties assessed to ***Blake Davis*** and ***Brandon Paasch*** for speeding on pit lane during the first portion of the race: Again, the rules state, in bold: "Riders receiving a time penalty in the first race will have the penalty applied only to the finish of the final race." So, even though the restarted/second race was considered a new race with everyone on the lead lap again, Davis and Paasch were still assessed time penalties they incurred in the stopped/first race.



Tires Chunk Again

Fast bikes with lots of horsepower have long encountered rear tire problems at Daytona, with tread chunking and carcasses sometimes losing air and causing spectacular crashes on the tri-oval. To address that propblem, in 2004 the Daytona 200 went from being a Superbike race to a running as a 600cc Formula Xtreme race on the traditional road course and in 2009 essentially became a Supersport race. In 2004 the Speedway built a short-cut to bypass half the banking for shorter Superbike races, and also modified part of the infield, but Superbikes sometimes still chunked tires, but *front* tires. AMA Superbikes haven't raced at Daytona since MotoAmerica started running the National Series in 2015. MotoAmerica took over running the Daytona 200 and other non-Superbike classes in 2022, notably including King Of The Baggers races. In 2023, the fastest King Of The Baggers racebike (a 630-pound Indian ridden by National Champion ***Tyler O'Hara***) reached 182 mph in the speed traps and both O'Hara and teammate ***Jeremy McWilliams*** chunked the front tires on the left side, thankfully without the tires going flat; both finished races on the chunked tires, trying to keep the bikes closer to vertical on the banking to avoid running on the chunked side (see photo). ***RW***

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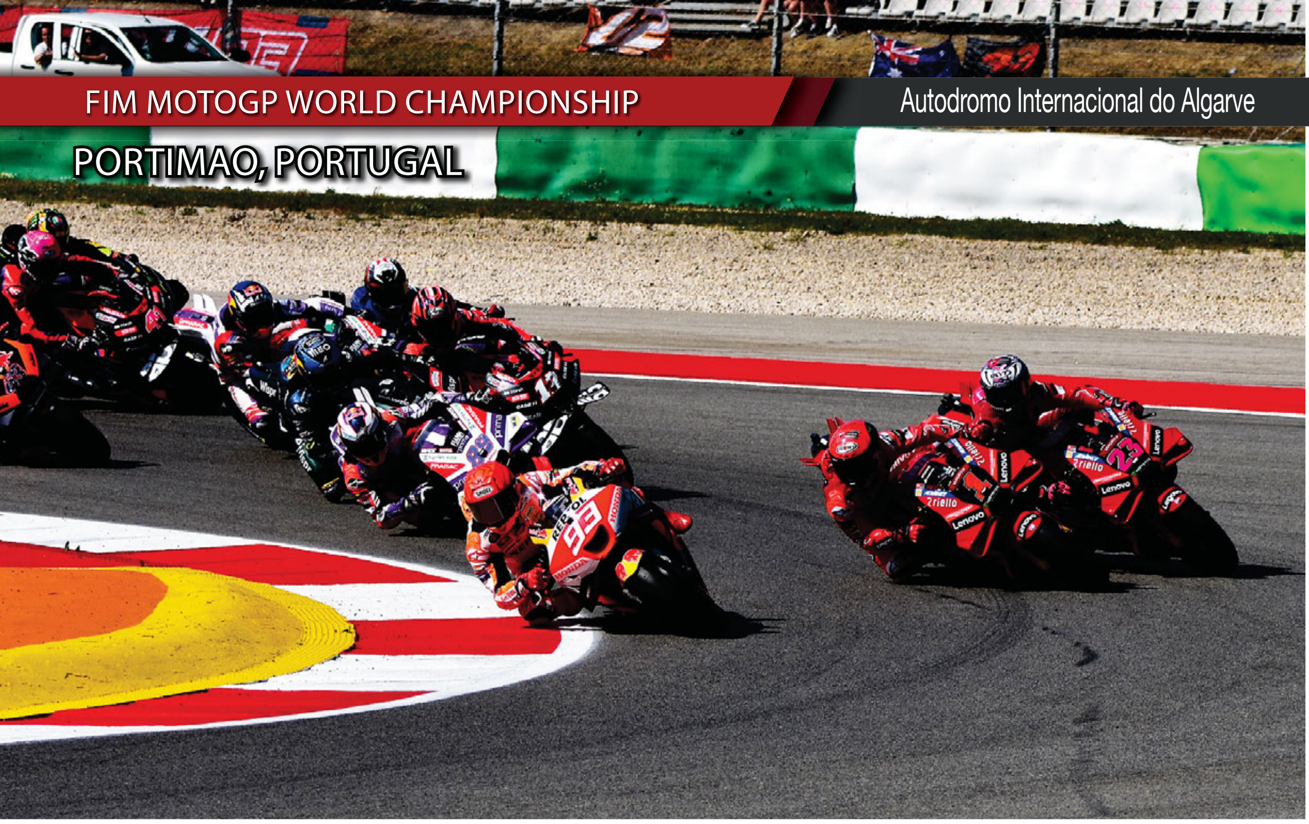
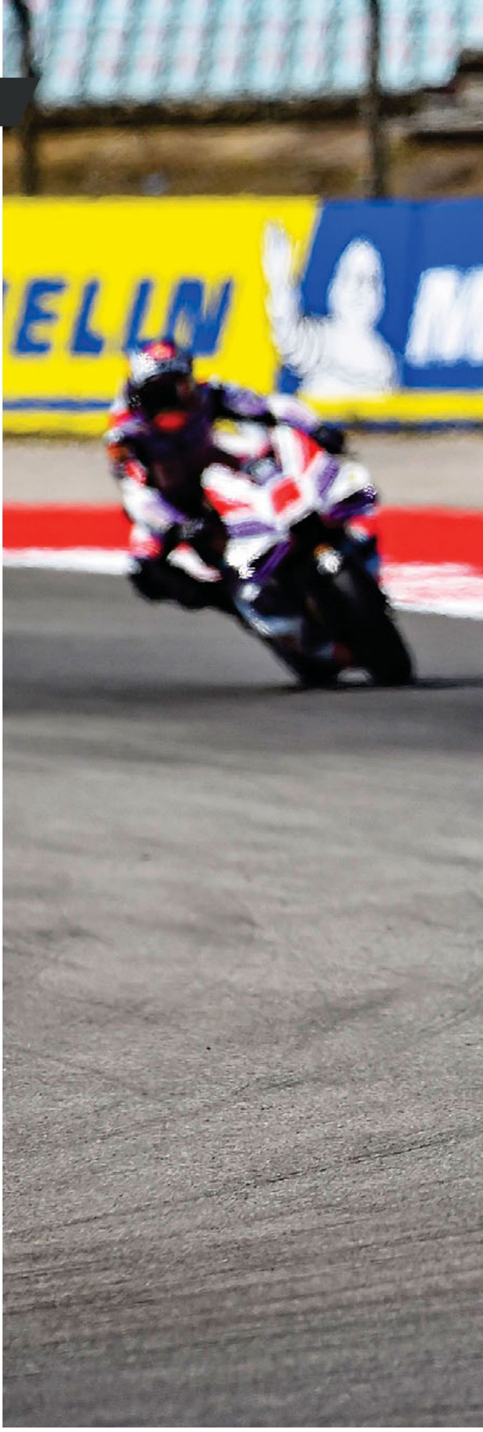


Marc Marquez (93) leads the first-ever MotoGP Sprint Race in Portugal as Francesco "Pecco" Bagnaia (1) pushes teammate Enea Bastianini (23) wide while Jorge Martin (89), Maverick Viñales (12) and the rest of the pack follow. Bagnaia won, with Martin second and Marquez third. Photo by Michael Gougis.



PECCO Perfect Amid **Chaos!**

By Michael Gougis

Eight-time World Champion Marc Marquez described the opening round of the 2023 MotoGP World Championship perfectly at Saturday's news conference after the new, 12-lap Saturday Sprint race. The Ducati riders, he said, had speed in hand. In fact, defending World Champion Francesco “Pecco” Bagnaia had just said he hadn't taken many risks in winning the short Sprint race an hour earlier. Marquez, on the other hand, had a Honda RV213V that had been less than impressive in pre-season testing. “If you do not have the speed you just push, push, push,” Marquez said.

At the end of the weekend, Marquez was proven right. At the Tissot Grand Prix of Portugal, Bagnaia swept both race wins, walking away from the weekend with the maximum number of points available. Ducati riders took four of the six podium positions.

Marquez pushed, with dramatically different results. A change in electronics settings and adapting his riding style put him on pole and on the podium after the Sprint race. Then, on Sunday, a massive front-end lockup while running fourth caused him to clip Jorge Martin and slam into hometown hero Miguel Oliveira, taking himself and Oliveira out of the race.

Oliveira suffered a deep contusion to his thigh and would miss the next race in Argentina. Marquez broke a bone on his right hand and was also out of the Argentina round. The impact broke Martin's toe and injured his ankle. Theirs weren't the only injuries over the weekend. Luca Marini took out Enea Bastianini in the Sprint race and Bastianini's right shoulder blade was broken, ruling him out of Argentina. And Pol Espargaró got tangled up with his machine after a vicious highside and hit a wall on Friday, suffering a broken vertebrae, fractured jaw, and lung contusion, putting him on the sidelines indefinitely.

It was a wild start to the season, but Bagnaia avoided all the drama and walked away with the perfect beginning to his title defense.

Practice

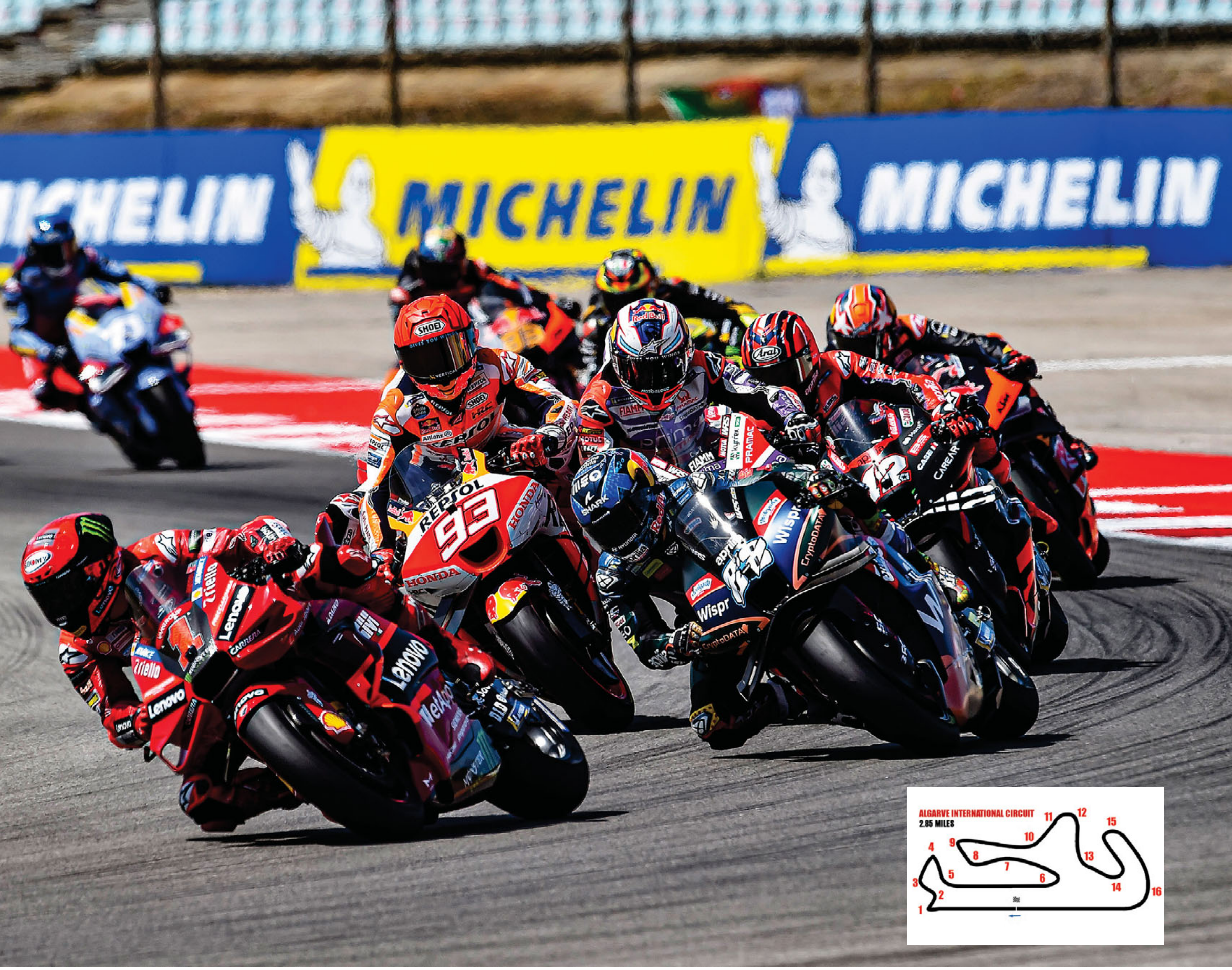
Drizzle greeted the riders in the first practice session, when Alex Marquez, who has gelled quickly with his Gresini Racing 2022 Ducati Desmosedici, topped the timesheets with a lap at 1:38.782, just off the best-ever lap time of 1:38.725 by Bagnaia in 2021.

The second practice session was delayed after a technical malfunction and electrical outage in the operations center left everyone sitting in their garages. When the session resumed, Pol Espargaró's GasGas threw him over the highside heading into Turn 10 in a truly frightening crash that saw the bike follow Espargaró into an unpadded wall, which was not covered with soft barriers. When the session restarted, Miller latched onto Bastianini, who had replaced Miller on the factory Lenovo Ducati squad, and threw down a 1:37.709 lap, more than a second clear of Bagnaia's old record. Even Miller couldn't explain where his speed had come from.

Marco Bezzecchi on a Mooney VR46 Racing Team Ducati led the timesheets after Saturday's single practice session was over, although his best lap time, a 1:38.577, was well off the mark of Friday's best laps. Both factory Ducati riders wound up on the ground, leaving 2021 World Champion Fabio Quartararo as Bezzecchi's closest competitor, followed by Aleix Espargaró on an Aprilia. Bagnaia was fourth, just ahead of Oliveira on the satellite CryptoDATA RNF Aprilia RS-GP. Miller was 1.5 seconds off his best lap, and the Honda riders remained in trouble: Joan Mir was ninth, Takaaki Nakagami 11th, Marquez 16th and LCR Honda's Alex Rins, winner of the last Grand Prix of 2022, was 18th.

Qualifying

Marc Marquez came out hard in Qualifying One, slicing 1.556 seconds off of his morning practice time on his first flying lap, resetting


ALGARVE INTERNATIONAL CIRCUIT
2.85 MILES
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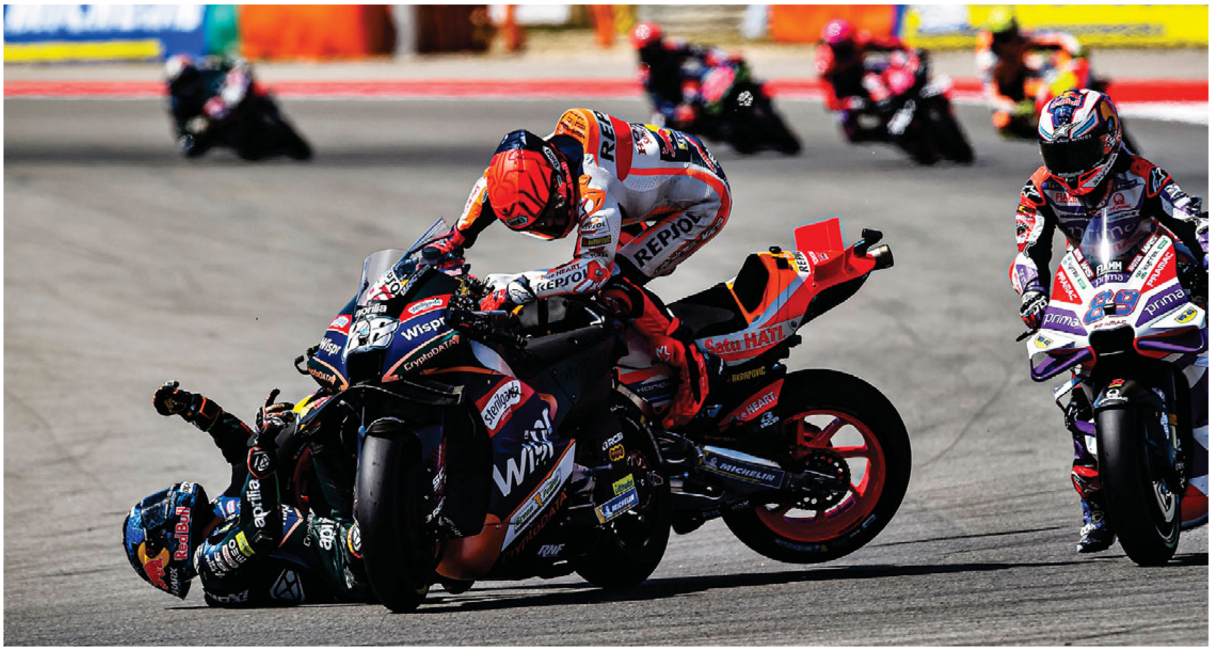
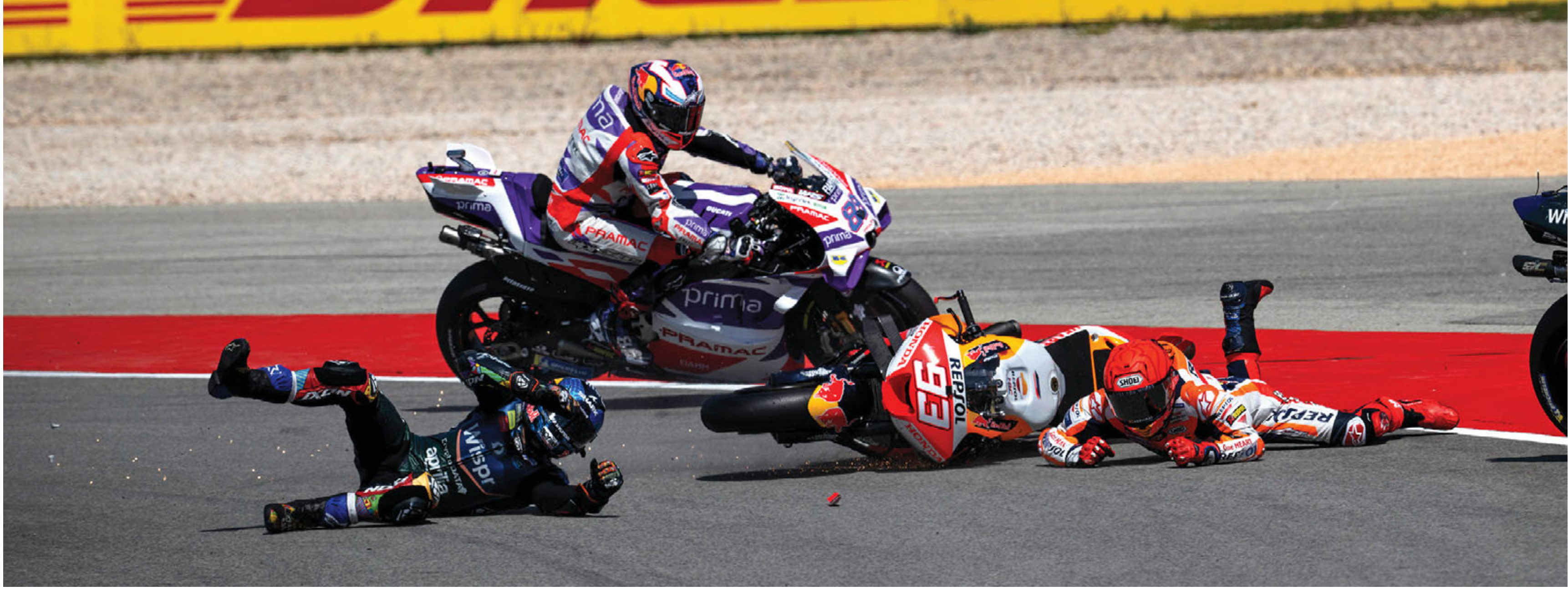
(Above) Marc Marquez (93) locks the front wheel (which can be seen turning in) early in the main MotoGP race on Sunday in Portugal, as leaders Pecco Bagnaia (1) and hometown hero Miguel Oliveira (88) turn in, followed by Jorge Martin (89) and Maverick Viñales (12). (Below) Unable to slow enough to avoid a collision, Marquez hits Oliveira and both crash as Martin takes evasive action. Photos by Gigi Soldano/DPPI.





(Above) Marc Marquez (93) and Miguel Oliveira slide on the pavement as Jorge Martin (89) runs off to avoid the crash started by Marquez hitting Oliveira. (Right) MotoGP winner Francesco Bagnaia on the podium with Maverick Viñales (left) and third-place Marco Bezzecchi (right). Photos by Gigi Soldano/DPPI. (Below) Bagnaia and Viñales battled for the lead with Bezzecchi running alone in third. Photo by Michael Gougis.

GRANDE PRÉMIO TISSOT
DE PORTUGAL 2023
TISSOT

the lap record and then heading back to the garage to rest. Marquez said the team had made a change to the electronics and had shown him the data of all the other Honda riders so he could see where they were faster, and he adapted his riding style. Oliveira got closest with a 1:37.849 and took the final transfer spot to Qualifying Two.

The final qualifying session saw Miller fastest initially with a 1:37.549 on his second lap, lowering the lap record again. Miller then crashed and Bagnaia went quickest on his sixth lap, lowering the lap record again to a 1:37.290. Two laps later, Marquez tucked in behind Bastianini, and pushed. The result was pole position, Marquez's 64th in MotoGP and a new lap record of 1:37.226. Bagnaia remained second, ahead of Martin and Oliveira, with Miller fifth ahead of Bastianini. Quartararo could only manage 11th, nearly 0.7-second off the pace and with a steep hill to climb (figuratively and literally) in the sprint race that afternoon.

Sprint Race

Marquez took the holeshot in the inaugural Sprint Race, but Bagnaia and Martin pushed him back to third by the end of the first lap. On the next lap, Marini tried to go under Bastianini in Turn Five and lost the front on the bump, taking both out of the race and sending Bastianini to the hospital with that broken shoulder.

Miller led on lap seven on the factory KTM, but Martin passed him a lap later and then Bagnaia took the runner-up spot. On the penultimate lap, Oliveira, running fourth, dove under Miller into Turn One and pushed wide, opening the door for Marquez to slam through for the final podium spot. Oliveira responded, pushing Marquez back to fourth.

On the last lap, Martin braked deep into Turn Five, trying to defend against Bagnaia, but he waited too late and ran wide. Bagnaia took the lead again, and won by 0.307-second at the finish line. Oliveira also ran wide, allowing Marquez through for an improbable podium, something that had seemed like a long shot 24 hours prior.

MotoGP Race

Oliveira got a fantastic start and led the first lap of the MotoGP main event, then Bagnaia passed Martin and Oliveira to take the lead on the next lap. On the following lap, the drama started.

Going into Turn Three, Marquez locked the front. He would later insist that he wasn't trying to pass Martin, but his trajectory had him aimed inside of Martin's Ducati, so when Marquez let off the brakes to avoid crashing, he crashed into Martin and then bashed into Oliveira. Marquez and Oliveira both crashed, and Martin ran wide and dropped to 16th. Oliveira was stretchered away. Marquez's scooter ride back to the paddock was marked by boos and extended middle fingers from the crowd, incensed that their local rider—who had a real shot at a good finish—had been torpedoed out of the race.

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After an epic battle with KTM riders Brad Binder and Jack Miller, Yamaha's Fabio Quartararo (20) finished eighth and was the first rider on a Japanese motorcycle. Photo by Michael Gougis.

That left Bagnaia ahead of Maverick Viñales, positions they would hold until the end. Alex Marquez held third for several laps before Bezzecchi passed him. The battle for fourth became the most entertaining scrap of the day, as Miller, Marquez, and Brad Binder all held the spot until the final lap, when Johann Zarco stormed through and snatched the position. Marquez was fifth, Binder sixth, Miller seventh and Quartararo eighth, 8.543 seconds behind the winner at a track where he had won by more than 5.4 seconds last year. Yamaha appeared to be in serious trouble, as Franco Morbidelli actually spent most of the race battling with MotoGP rookie Augusto Fernandez on the GasGas, finally finishing last, 27.050 seconds behind Bagnaia.

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(Above) Aron Canet (40) leads Filip Salac (12), Pedro Acosta, Celestino Vietti (13), Albert Arenas (75), Jake Dixon (96), Bo Bendsneyder (64) and the rest in Moto2. (Below, Right) Daniel Holgado (96) won the Moto3 race from David Munoz (44), with the top seven finishing within 0.5-second. Photos by Gigi Soldano/DPPI.

Moto2: Acosta Lives Up To The Hype

Tabbed as a title favorite during the pre-season, Pedro Acosta lived up to the hype by winning the opening race on his Red Bull KTM Ajo Kalex. Acosta held off race-long challenger Aron Canet, while Tony Arbolino overcame a sub-par qualifying performance to score third.

American Joe Roberts was able to fight forward from 19th on the grid to finish 14th, but after the race, the Italtrans Racing rider said he experienced problems with his right arm under braking that held him back from doing better. Sean Dylan Kelly, meanwhile, started 24th and finished 20th but said he left the event with confidence after finding a good feeling on his American Racing Team Kalex.

Moto3:

Daniel Holgado kicked off 2023 by taking his and his Red Bull KTM Tech3 team's first-ever Moto3 race win. In typical Moto3 fashion, Holgado held off David Munoz by a fraction of a second with pole-sitter Diogo Moreira getting his and Brazil's first Moto3 podium with third.

PORTIMAO RESULTS

MOTOGP RACE (All on Michelin Tires) (March 26): 1. Francesco Bagnaia, Italy (Duc), 25 laps, 41:25.401, 103.272 mph; 2. Maverick Viñales, Spain (Apr), -0.687-second; 3. Marco Bezzecchi, Italy (Duc), -2.726; 4. Johann Zarco, France (Duc), -8.060; 5. Alex Marquez, Spain (Hon), -8.125; 6. Brad Binder, Republic of South Africa (KTM), -8.247; 7. Jack Miller, Australia (KTM), -8.381; 8. Fabio Quartararo, France (Yam), -8.543; 9. Aleix Espargaró, Spain (Apr), -9.294; 10. Alex Rins, Spain (Hon), -11.591; 11. Joan Mir, Spain (Hon), -16.992; 12. Takaaki Nakagami, Japan (Hon), -17.448; 13. Augusto Fernandez, Spain (KTM), -21.723; 14. Franco Morbidelli, Italy (Yam), -27.050; 15. Raul Fernandez, Spain (Apr), -2 laps, DNF, crash; 16. Luca Marini, Italy (Duc), -4 laps, DNF, crash; 17. Jorge Martin, Spain (Duc), -6 laps, DNF, crash; 18. Fabio Di Giannantonio, Italy (Duc), -15 laps, DNF, entered pits; 19. Miguel Oliveira, Portugal (Apr), -23 laps, DNF, crash; 20. Marc Marquez, Spain (Hon), -23 laps, DNF, crash. Race Distance, 25 laps, 71.33 miles; Race Time, 41 minutes, 25.401 seconds; Race Average Speed, 103.272 mph; Victory Margin, 0.687-second; Fastest Lap, A. Espargaró, 1:38.872, 103.831, Lap 9, New Record.

MOTOGP SPRINT (March 25): 1. Bagnaia, 12 laps, 19:52.862, 103.334 mph; 2. Martin, -0.307-second; 3. M. Marquez, -1.517; 4. Miller, -1.603; 5. Viñales, -1.854; 6. A. Espargaró, -2.106; 7. Oliveira, -2.940; 8. Zarco, -5.595; 9. A. Marquez, -5.711; 10. Quartararo, -5.924; 11. R. Fernandez, -8.160; 12. Binder, -8.384; 13. Rins, -11.288; 14. Morbidelli, -17.138; 15. Nakagami, -18.128; 16. Di Giannantonio, -21.235; 17. Bezzecchi, -10 laps, DNF, crash; 18. Bastianini, -11 laps, DNF, crash; 19. Marini, -11 laps, DNF, crash; 20. Mir, -12 laps, DNF, crash; 21. A. Fernandez, -12 laps, DNF, retired. Race Distance, 12 laps, 34.240 miles; Race Time, 19 minutes, 52.862 seconds; Race Average Speed, 103.334 mph; Victory Margin, 0.307-second.

MOTOGP WORLD CHAMPIONSHIP POINTS AFTER SPRINT: 1. Bagnaia, 12 points; 2. Martin, 9 points; 3. M. Marquez, 7 points; 4. Miller, 6 points; 5. Viñales, 5 points; 6. A. Espargaró, 4 points; 7. Oliveira, 3 points; 8. Zarco, 2 points; 9. A. Marquez, 1 point.

MOTOGP QUALIFYING (March 25): 1. M. Marquez, 1:37.226, 105.633 mph; 2. Bagnaia, 1:37.290; 3. Martin, 1:37.454; 4. Oliveira, 1:37.521; 5. Miller, 1:37.549; 6. Bastianini, 1:37.584; 7. Viñales, 1:37.598; 8. Bezzecchi, 1:37.616; 9. Marini, 1:37.622; 10. Zarco, 1:37.880; 11. Quartararo, 1:37.920; 12. A. Espargaró, 1:38.136; 13. A. Marquez, 1:37.970; 14. Mir, 1:38.064; 15. Binder, 1:38.105; 16. Rins, 1:38.133; 17. Morbidelli, 1:38.335; 18. Nakagami, 1:38.439; 19. A. Fernandez, 1:38.464; 20. R. Fernandez, 1:38.492; 21. Di Giannantonio, 1:38.778; 22. Pol Espargaró, 1:40.130.

MOTOGP WORLD CHAMPIONSHIP POINT STANDINGS (After 1 of 21 rounds): 1. Bagnaia, 37 points; 2. Viñales, 25 points; 3. Bezzecchi, 16 points; 4. TIE, Zarco/Miller, 15 points; 6. A. Marquez, 12 points; 7. A. Espargaró, 11 points; 8. Binder, 10 points; 9. Martin, 9 points; 10. Quartararo, 8 points.

MOTO2 RACE (All on Dunlop Tires and Triumph Engines) (March 26): 1. Pedro Acosta, Spain (Kalex), 21 laps, 36:04.193, 99.668 mph; 2. Aron Canet, Spain (Kalex), -1.358 seconds; 3. Tony Arbolino, Italy (Kalex), -4.460; 4. Filip Salac, Czech Republic (Kalex), -7.110; 5. Manuel Gonzalez, Spain (Kalex), -8.193; 6. Jake Dixon, Great Britain (Kalex), -9.146; 7. Sam Lowes, Great Britain (Kalex), -9.649; 8. Albert Arenas, Spain (Kalex), -12.270; 9. Somkiat Chantra, Thailand (Kalex), -13.941; 10. Jeremy Alcoba, Spain (Kalex), -13.840; 14. Joe Roberts, USA (Kalex), -25.444; 20. Sean Dylan Kelly, USA (Kalex), -42.141. Race Distance, 21 laps, 59.920 miles; Race Time, 36 minutes, 4.193 seconds; Race Average Speed, 99.668 mph; Victory Margin, 1.358 seconds; Fastest Lap, Acosta, 1:42.525, 100.165 mph, Lap 5.

MOTO2 QUALIFYING (March 25): 1. Salac, 1:42.323, 100.351 mph; 2. Canet, 1:42.381; 3. Acosta, 1:42.607; 4. Celestino Vietti, Italy (Kalex), 1:42.661; 5. Gonzalez, 1:42.728; 6. Alcoba, 1:42.866; 7. Arenas, 1:42.867; 8. Arbolino, 1:42.897; 9. Lowes, 1:42.942; 10. Bo Bendsneyder, Netherlands (Kalex), 1:42.948; 19. Roberts, 1:43.462; 24. Kelly, 1:43.921.

MOTO2 WORLD CHAMPIONSHIP POINT STANDINGS (After 1 of 21 rounds): 1. Acosta, 25 points; 2. Canet, 20 points; 3. Arbolino, 16 points; 4. Salac, 13 points; 5. Gonzalez 11 points; 6. Jake Dixon, 10 points; 7. Lowes, 9 points; 8. Arenas, 8 points; 9. Chantra 7 points; 10. Alcoba, 6 points; 14. Roberts, 2 points.

MOTO3 RACE (All on Dunlop Tires) (March 26): 1. Daniel Holgado, Spain (KTM), 19 laps, 34:27.061, 94.386 mph; 2. David Munoz, Spain (KTM), -0.160-second; 3. Diogo Moreira, Brazil (KTM), -0.175; 4. Jose Antonio Rueda, Spain (KTM), -0.206; 5. Jaume Masia, Spain (Hon), -0.233; 6. Ayumu Sasaki, Japan (Husq), -1.090; 7. Stephano Nepa, Italy (KTM), -1.125; 8. Xavier Artigas, Spain (CFMoto), -1.137; 9. Joel Kelso, Australia (CFMoto), -1.268; 10. Deniz Oncu, Turkey (KTM), -1.409. Race Distance, 19 laps, 54.213 miles; Race Time, 34 minutes, 27.061 seconds; Race Average Speed, 94.386 mph; Victory Margin, 0.160-second; Best Lap, Oncu, 1:47.563, 95.443 mph, Lap 19, New Record.

MOTO3 QUALIFYING (March 25): 1. Sasaki, 1:46.798, 96.126 mph; 2. Rueda, 1:47.172; 3. Kelson, 1:47.248; 4. Holgado, 1:47.412; 5. Ivan Ortola, Spain (KTM), 1:47.514; 6. David Alonso, Colombia (GasGas), 1:47.519; 7. Artigas, 1:47.531; 8. Oncu, 1:47.561; 9. Masia, 1:47.580; 10. Nepa, 1:47.589.

MOTO3 WORLD CHAMPIONSHIP POINT STANDINGS (After 1 of 21 rounds): 1. Holgado, 25 points; 2. Munoz, 20 points; 3. Moreira, 16 points; 4. Rueda, 13 points; 5. Masia, 11 points; 6. Sasaki, 10 points; 7. Nepa, 9 points; 8. Artigas, 8 points; 9. Kelso, 7 points; 10. Oncu, 6 points.

#NUMBERS& TRIVIA▷

Josh Herrin was born in Glendale, California, but when he was 14 his father Phil, an ex-racer, moved the family to Dublin, Georgia. There, the family of six lived in a motorhome for two years while building the Herrin Compound—a multi-use kart/supermoto racetrack and supporting buildings—themselves.

When he won the Daytona 200 in 2010, Herrin became the second-youngest rider, 19 at the time, to win the race. When he won the Daytona 200 in 2023 he became the rider with the longest gap in between victories in the race—13 years. To date, Herrin has 46 career AMA/MotoAmerica race wins: 16 in Supersport, 14 in Daytona SportBike, 8 in Superbike, and 8 in Superstock 1000. He also has 128 total podium finishes across all classes.

△ *Daytona 200 winner Josh Herrin with wife Rachel and son Griffin. Photo by Brian J. Nelson.*

JOSH HERRIN'S CAREER HIGHLIGHTS

Born: May 23, 1990
Hometown: Glendale, California
Resides: Los Angeles, California

2004	***1st 125cc USGPRU National Championship***
2005	***1st 600cc Superbike WERA National Challenge Championship***
2006	11th AMA Supersport Championship
2007	7th AMA Supersport Championship (1 win)
2008	5th AMA Supersport Championship (1 win)
2009	2nd AMA Daytona SportBike Championship (4 wins)
2010	3rd AMA Daytona SportBike Championship (5 wins)
2010	***Won the Daytona 200***
2011	2nd AMA Daytona SportBike Championship (5 wins)
2012	4th AMA Superbike Championship
2013	***1st AMA Superbike Championship (4 wins)***
2014	Raced in Moto2 World Championship (best finish was 16th)
2015	2nd MotoAmerica Supersport Championship (4 wins)
2016	***1st MotoAmerica Superstock 1000 Championship (8 wins)***
2017	8th MotoAmerica Superbike Championship
2018	3rd MotoAmerica Superbike Championship (2 wins)
2019	5th MotoAmerica Superbike Championship (2 wins)
2020	6th MotoAmerica Superbike Championship
2021	6th MotoAmerica Superbike Championship
2022	***1st MotoAmerica Supersport Championship (9 wins)***
2023	***Won the Daytona 200***

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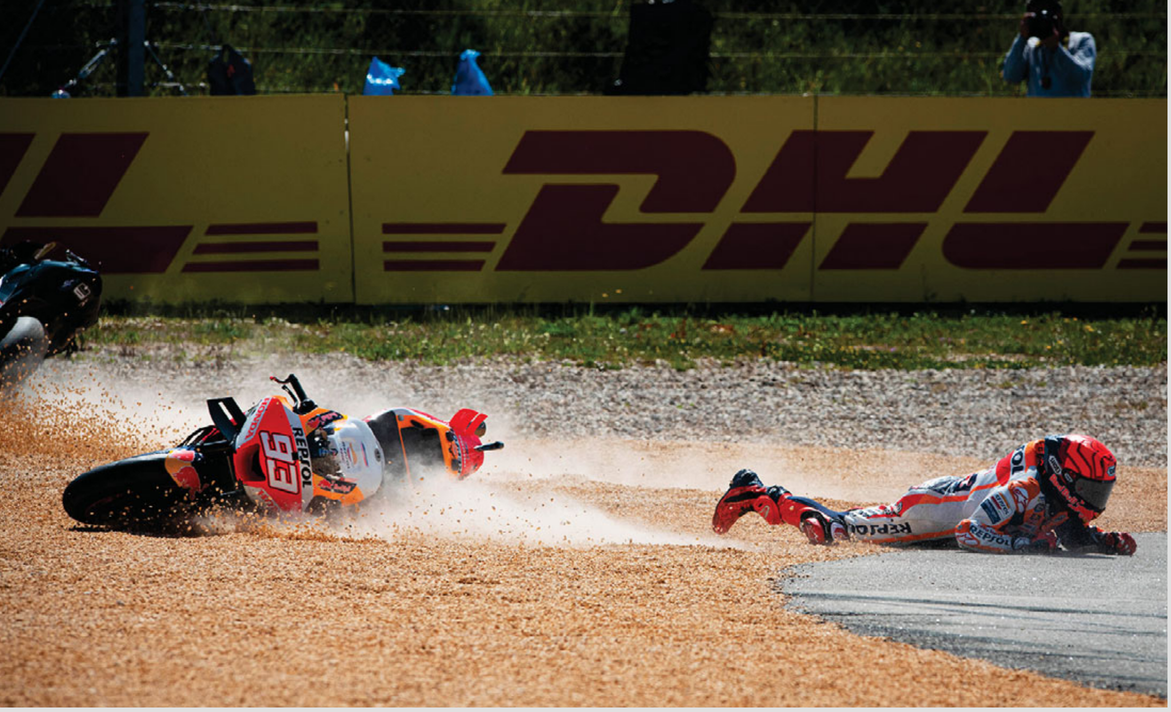
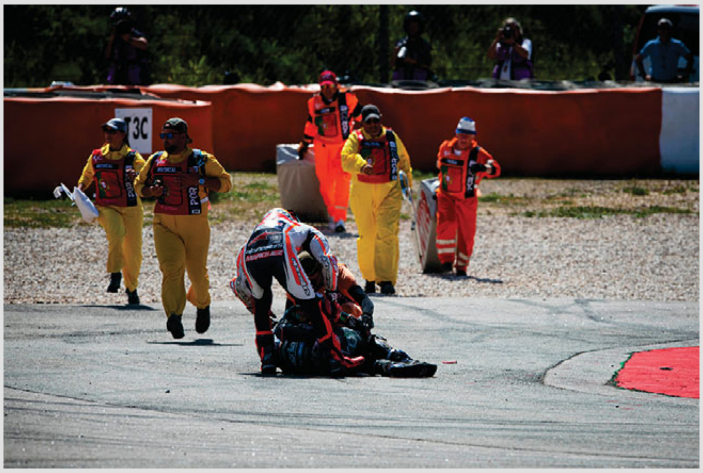
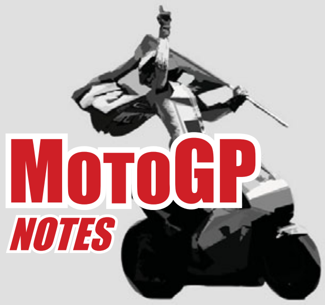


(Above) Marc Marquez slides into the gravel trap after hitting Miguel Oliveira and causing both of them to crash, then runs over to check on Oliveira (below). Note new, finer gravel. Photos by Gigi Soldano/DPPI.



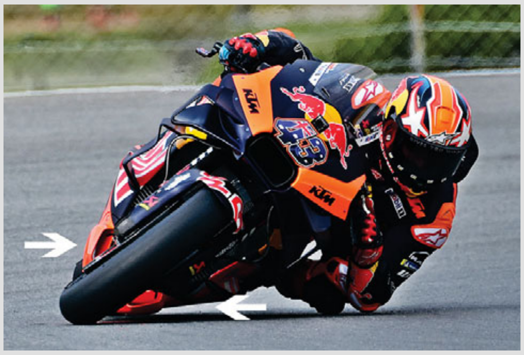


MotoGP NOTES

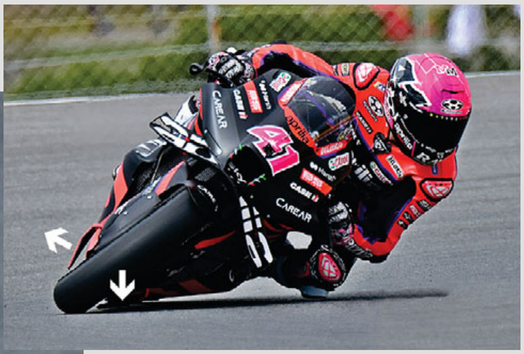
▶***Repsol Honda Riders Penalized:*** Repsol Honda's Joan Mir was penalized for colliding with Fabio Quartararo on the first lap of Saturday's Sprint race. Quartararo had made a slight error, opening the door for Mir, and they made side-to-side contact, leaving Mir on the ground. Race directors gave Mir a long lap penalty for Sunday's race, and while Honda appealed the penalty, the appeal was rejected. Incidentally, the cost of filing an appeal is Euros 1,320 (about $1,430 U.S.)! Meanwhile. Marc Marquez received two future long-lap penalties for his contact with Martin and Oliveira.

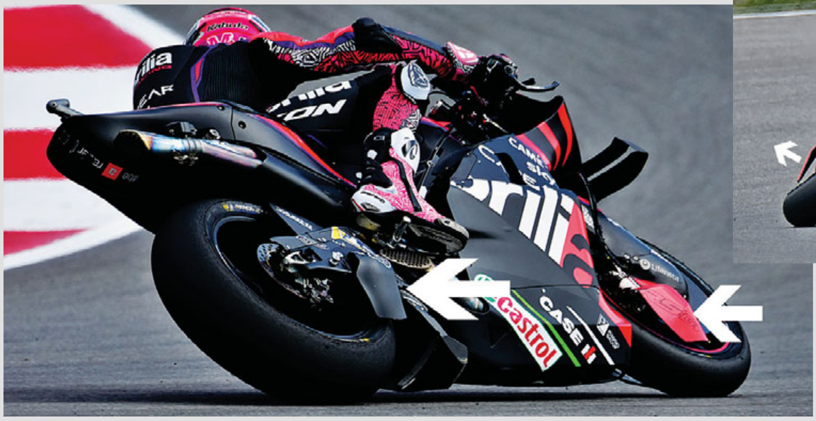
◀***New Gravel:*** Riders have complained for years about the course gravel at the Autodromo, where the individual rocks were large. For this visit, some of the gravel traps had new, much smaller rocks in the areas where crashes were most frequent, but the larger stones remained in place outside of the most common impact zones.

▼***New Aero:*** The fat fairing revolution continued, with Ducati, Aprilia, and KTM all using expanded fairing lowers to enhance ground effects. Aprilia pushed the envelope further with wings on the swingarm and front fender designed to generate downforce when the bike is at full lean and to clean up the turbulent air behind the bike, and it is worth noting that at the end of Friday, Maverick Viñales had the fastest ideal lap time, calculated using the sum of all of a rider's best sector times. Only Honda and Yamaha sported traditional fairing styles, with the RC213V using large ducts on the fairing lower to manage airflow in a traditionally high-pressure area.



(Above & Below) Head on shots with arrows pointing to aero features on Jack Miller's #43 KTM RC16 and showing the down force direction created at full lean on each side by Aleix Espargaró's #41 Aprilia RS-V.





(Left) Arrows showing aero devices attached to the #41 Aprilia's front fender and swingarm. Photos by Michael Gougis.

◀***OnlyFans is sponsoring American Racing in Moto2, with the porno website's logo on Sean Dylan Kelly's racebike and team shirts. The news outraged some, but not all.***

▶***Yamaha Still Looking For Speed:*** After all the pre-season hype and Yamaha hiring a Formula One engineer to extract more horsepower from the only Inline-4 still on the MotoGP grid, the Yamahas were still lacking speed. Fabio Quartararo was ninth after averaging the top five speed measurements for each motorcycle. The Yamaha also has the fewest drag-inducing aero appendages of any machine on the grid. After any given session, Quartararo was usually at the bottom of the top 10 on top speed, 2.5-3.0 mph slower than the leading machine.

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R7 Racing Camshaft Kit

Yoshimura racing billet camshafts for the Yamaha R7 are made by Yoshimura in Japan and are more durable with more accuracy than OEM and regrind-based cams. The cams come with matching racing valve springs, accept OEM cam sprockets, and are designed to be used with aftermarket pistons to accommodate increased valve life; intake lift is 9.60mm with 250 degrees of duration, and exhaust lift is 8.35mm with 246 degrees of duration, and must be degree-in by an experienced racing engine builder. The kit has been tested by 2022 MotoAmerica Twins Cup Champion Blake Davis, is legal for MotoAmerica Twins Cup racing, retails for $1459, and more information is available from Yoshimura R&D of America, Dept. RW, 5420 Daniels St., Chino, CA 91710, (800) 634-9166, sales@yoshimura-rd.com, www.yoshimura-rd.com.

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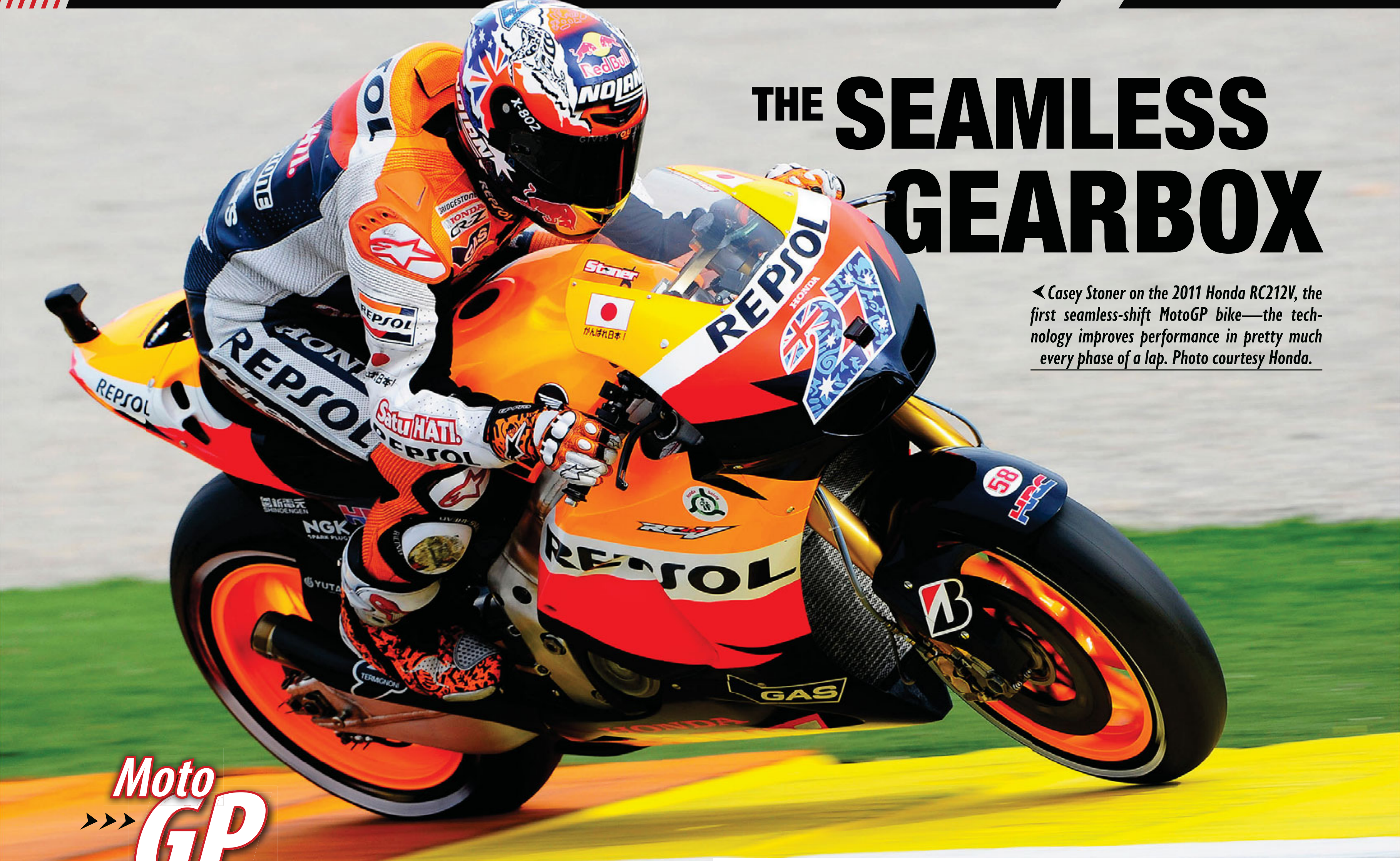


◀ *Casey Stoner on the 2011 Honda RC212V, the first seamless-shift MotoGP bike—the technology improves performance in pretty much every phase of a lap. Photo courtesy Honda.*

Moto GP ANALYSIS

MotoGP bikes have used seamless-shift transmissions since 2011 and soon they may be coming to streetbikes, based on new patents filed by Ducati and Yamaha. So, what's the history of this technology and do we really need it for the road?

By Mat Oxley

Ducati dominates the Superbike World Championship—taking last year's riders' and constructors' titles and leading this year's championship—so we can safely assume that the company's Panigale V4 R is the world's best Superbike.

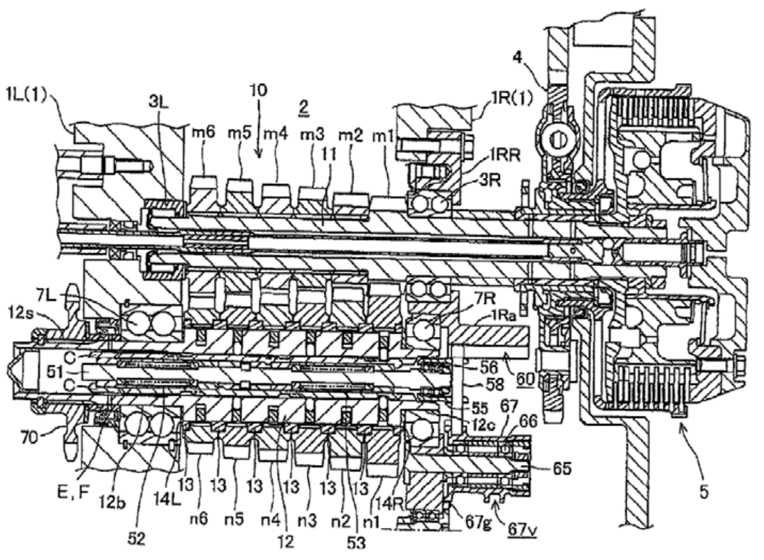
It is the machine that's used for track training by Ducati's eight MotoGP riders, including reigning World Champion Pecco Bagnaia and fellow VR46 rider Luca Marini, Valentino Rossi's half-brother.

So what do these riders think is the biggest difference between the Panigale and the Desmosedici MotoGP bikes they ride—the MotoGP's 300-plus horsepower, its carbon brakes, or something else? Let's ask Marini…

"Riding a MotoGP bike again was an incredible feeling," said the Italian on the first day of testing for the 2023 MotoGP season. "It's very quick compared to the Panigale, the braking is strong but similar, because we are always on the limit [with the front tire], so the biggest thing is the seamless gearbox, which is something unbelievable!"

When fellow Ducati rider Jorge Martin graduated from a Moto2 bike, powered by a 140-horsepower Triumph 765 engine with a conventional transmission, to a 300-horsepower Desmosedici, with seamless shift, he said the gear changes were so quick and smooth that they were barely noticeable, "like a scooter!"

So you can understand why some manufacturers think it's worthwhile bringing seamless shifting to their high-end road bikes, especially those used by World Superbike riders and track-day fiends.



A patent drawing of Honda's seamless transmission, which transformed MotoGP. Each gear has internal ratchets and pawls to engage and disengage.

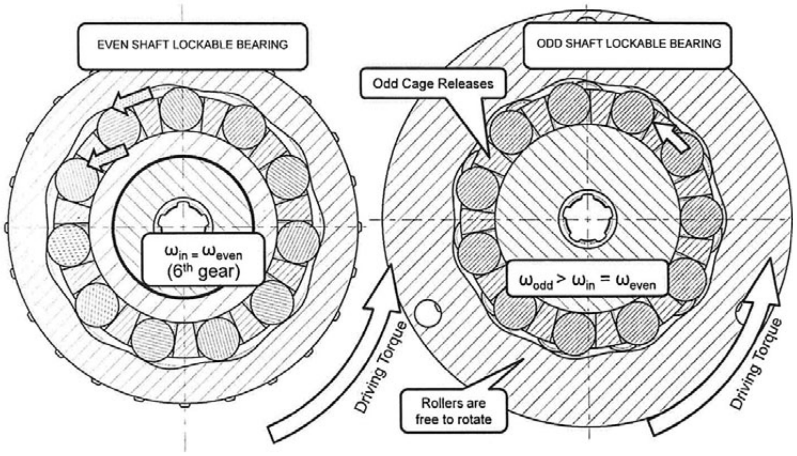
Seamless transmissions have been used in MotoGP since 2011, when Honda shrank its Formula 1 seamless tech into its RC212V, and are back in the news because both Ducati and Yamaha have recently patented seamless transmission technology for streetbike use.

So now seems to be a good time to go back to the very start, to Xtrac, which was working on its first seamless gearbox two decades ago, at the same time that Honda's Formula 1 project was developing its own seamless transmission, which debuted in the 2005 Formula One (car) Championship.

"A lot of people were looking at this technology at the same time, including us," says Adrian Moore, CEO at Xtrac, a British racing transmission company. "We were looking at it for performance enhancement and our first seamless ran in the very early 2000s."

All seamless systems have their own patents—Xtrac calls its version IGS, for Instantaneous Gearchange System. IGS uses a bi-directional ratchet and pawl mechanism between each gear hub and the main shaft, so two consecutive gear ratios can be selected and engaged simultaneously but with only one set of gears driving.

Aprilia, Honda, KTM and Yamaha use their own seamless transmissions in their MotoGP bikes. Ducati uses an Xtrac seamless in its Desmosedici, while Aprilia bought some know-how off Zeroshift, another British transmission business. And KTM recruited engineer Jun Miyazaki away from Honda, where he had designed MotoGP's first seamless gearbox with colleague Shinya Matsumoto.


EVEN SHAFT LOCKABLE BEARING
ODD SHAFT LOCKABLE BEARING
Odd Cage Releases
$\omega_{in} = \omega_{even}$ (6^{th} gear)
$\omega_{odd} > \omega_{in} = \omega_{even}$
Driving Torque
Rollers are free to rotate
Driving Torque

◄ Ducati's patented seamless transmission is beautifully simple. It uses interlocking bearings with angled displacement, so when one gear is fully engaged the other is fully disengaged. Ducati diagram. (Below) Ducati MotoGP rider Luca Marini says the Desmosedici's Xtrac seamless gearbox "is something unbelievable!"
Photo courtesy Mooney VR46

So what are the performance advantages of seamless shifting? Primarily, gear changes are essentially instantaneous because the engine isn't disconnected from the transmission and transmits power to the rear wheel constantly, so the motorcycle or car accelerates faster, giving a useful speed advantage.

A normal gearshift takes around half-a-second. A quickshifter, used by most racers and some road riders, can reduce that time to 0.05-second, by cutting the ignition, so the rider doesn't need to use the clutch or feather the throttle.

Seamless shifting takes around three milliseconds, around 50 times faster than the blink of an eye. Multiply that savings by, say, 15 upshifts per lap and it saves 0.7-second (seven-10ths) per lap. Over race distance that's a lot!

However, rapid shifting isn't the only advantage, especially in motorcycle racing. In F1 the seamless gearbox massively reduces the torque shock—which is significant on a 1000-horsepower engine—when a gear is engaged via a conventional gearbox.

The torque-shock issue also applies to 300-horsepower MotoGP engines, but that's just one of a host of benefits for two-wheelers.

Reducing torque shocks and spikes during acceleration allows a

...SEAMLESS SHIFTING TAKES AROUND
THREE MILLISECONDS,
AROUND 50 TIMES FASTER THAN THE BLINK OF AN EYE.

constant flow of power to the rear wheel, reducing wheelspin (MotoGP bikes spin the rear tire even in sixth gear!) and fewer wheelies. Both these plus points also increase acceleration and reduce tire degradation and fuel consumption. And the saved fuel can be spent on increasing horsepower via the bike's power maps, another related bonus.

The benefits continue as the rider brakes into a corner, rides through the corner, and accelerates once again. The seamless transmission also smooths downshifts, so the bike gets less lively on the brakes, allowing the rider to brake later and also deeper into the corner. And for the same reason, the rider can shift gears mid-corner, which used to be pretty much impossible, because disengaging and re-engaging the gearbox at high lean angles could usually cause a crash.

A further benefit, thanks to all the above, is a reduction in rider fatigue, because the rider doesn't have to fight so much to control the bike, so they've got more physical and mental power to spend on riding better and faster.

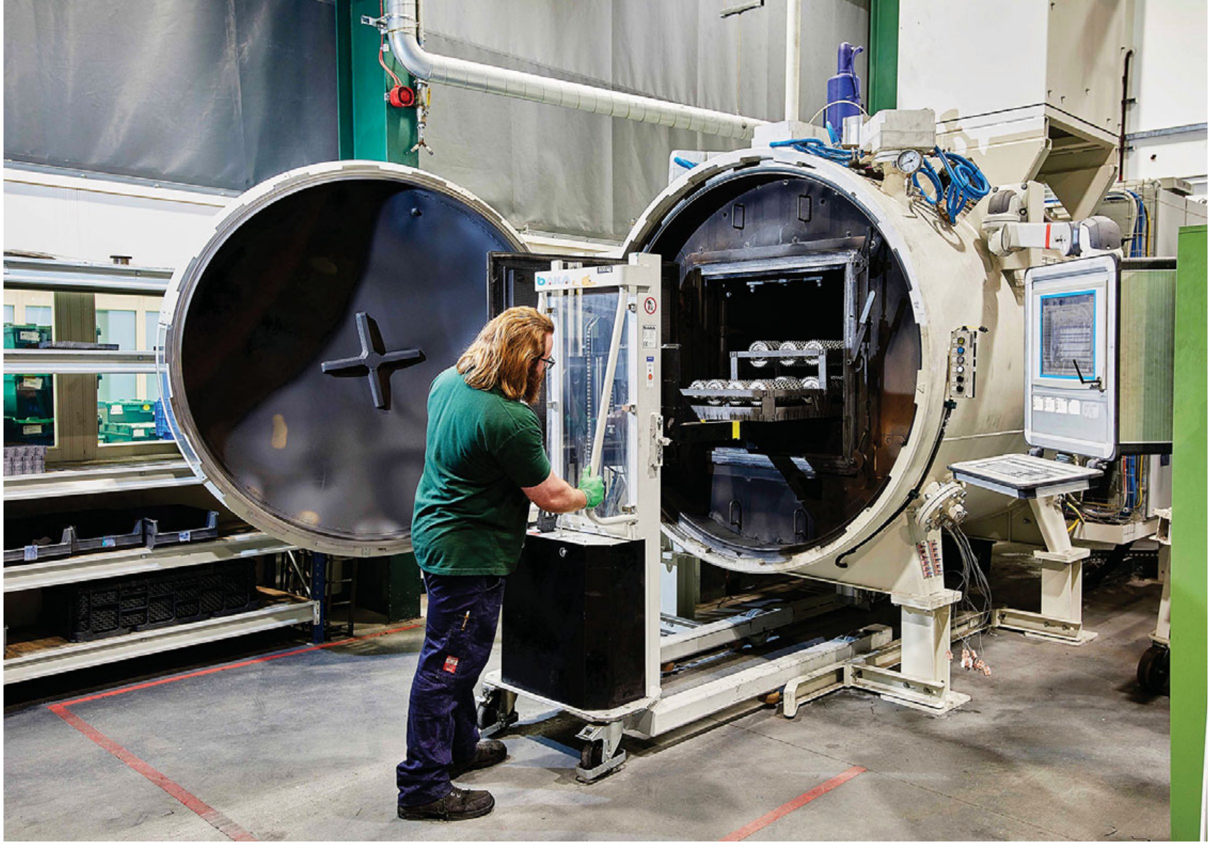
Of course, there are other ways to reduce time spent shifting gears. There're also DCT (Dual Clutch Transmission) and CVT (Constant Variable Transmission) designs.

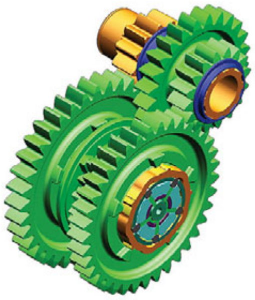
DCT has two clutches, so the next gear is already engaged, up or down, when the rider shifts, usually with one clutch operating even-number gears and the other odd-number gears. Its main negative is size and weight, but the technology is already used successfully by Honda in its Africa Twin, NC750X, NT1100, Gold Wing, and other models.

CVT uses a belt-and-pulley system to provide a kind of multi-speed transmission, requiring no input from the rider. This is the technology used on most scooters, snowmobiles, and many ATVs.

Both DCT and CVT are banned in MotoGP, hence the move into seamless shifting. Seamless shifting has also been banned in most forms of motorsport, apart from MotoGP and F1. Interestingly, MotoGP is the only championship currently using mechanical seamless technology, because F1 has moved to software-controlled hydraulic shifting, which uses the huge processing power of F1's spec ECU and hyper-accurate electronic dog-tracking sensors to disengage and engage gears in a few milliseconds.

All seamless manufacturers guard their secrets very carefully, so it's impossible to see or photograph the internals of a MotoGP seamless gearbox. All we know is that they use complex mechanisms





(Above) Loading gears into one of Xtrac's new vacuum furnaces for heat treatment. Xtrac has two vacuum furnaces, three sealed quench furnaces (for rapid cooling to maintain the steel's mechanical properties) and three temper furnaces (to increase the toughness of metals) at its UK facility. (Left) Xtrac's IGS (Instantaneous Gearchange System) uses a bi-directional ratchet and pawl mechanism between each gear hub and the main shaft, so two consecutive gear ratios can be selected and engaged simultaneously but with only one set of gears driving. Xtrac drawing. (Below) Running a racing gearbox on one of Xtrac's transient-loaded test rigs, which measures torque loadings on the transmission, from on-throttle to off-throttle and everything in between. Xtrac photos.

Tacho
0
RPM
Test Status

◀Xtrac boss Adrian Moore and author Mat Oxley among Xtrac's $122.3 million (U.S.) worth of machining equipment. Those steel billets on the wooden pallet are ready to be machined into gears for racing transmissions.

consisting of pawls, ratchets and springs that allow two gears to be engaged simultaneously for a very small period of time, while ensuring that only one gear drives.

This technology, like everything in MotoGP, is as cutting edge and high precision as it gets, because the cost of even the tiniest error is a blown gearbox, a DNF, and potentially a nasty crash.

But is seamless technology necessary for the street? Certainly not, but most of the positives that apply on the track will also apply on the road, making riding more comfortable and more accurate. And then there's just the sheer buzz of accelerating flat-out and barely noticing the gear changes.

When Xtrac first tested its IGS on a MotoGP bike the test rider immediately loved the system. Next time he went out on track with a conventional gearbox he thought his crew had fitted a higher screen because his helmet hit the screen on every upshift.

What about reliability? Xtrac's Moore says that shouldn't be a problem. After all, the technology has been used in anger by the entire MotoGP grid for many years with very few failures.

"There are more components than a conventional gearbox, but the main service intervals are comparable to normal gearbox," adds Moore. "Like always, you want to minimize service intervals and downtime while maximizing reliability, so it's the usual getting the balance right and knowing when to replace parts before they fail."

Of course, IGS and its competitors don't come cheap. When Honda introduced its MotoGP system, HRC Vice President Shuhei Nakamato famously said each gearbox "costs as much as a house." Upwards of $305,500 was the rumored figure. Any seamless transmission developed for streetbikes will need to cost a 10th of that or less. Perhaps Ducati and Yamaha might offer their systems as optional extras in Panigale V4R and YZF-R1M streetbikes.

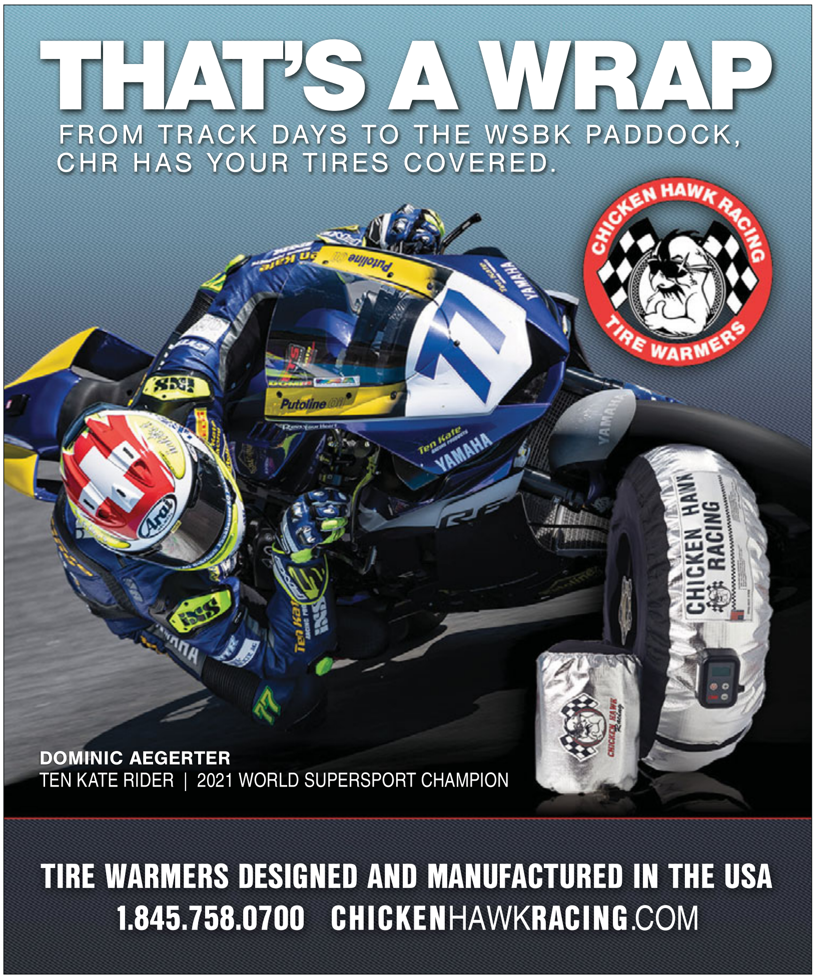
Xtrac: Where It All Started

Xtrac is the world's biggest maker of motor racing transmissions, supplying teams in MotoGP, F1, Formula E, IndyCar, NASCAR, touring cars, sportscars, and many other championships. The company is based in Berkshire, in the heart of Britain's motorsport valley, where it employs over 400 people. It also has smaller sites in the U.S., in Indianapolis and North Carolina, where engineers first came up with seamless shifting.

Seamless transmissions are now banned from most championships, so Xtrac's main focus is developing more conventional shifting, via a team of 90 engineers at its UK base, which is a big operation, with its own metallurgists and metallurgy research lab.

"We start with billets of steel and finished gearboxes leave the factory," says CEO Adrian Moore. "We do everything here—all the machining operations, the turning, the milling, the gear cutting, heat treatment, grinding, post-finish operations and more. Most of the steel is made to our own ultra-high spec, plus we also use some commercially available ultra-high-spec aerospace steels. We operate at the very highest level of technology, always innovating, pushing technology forward.

"Motorcycling is a really great sector—very interesting and a great challenge, because everything's so much smaller. We provide bespoke products for everything from F1 down and everything we do in MotoGP we design here and manufacture here." **RW**



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By Michael Gougis

Well on its way to dominating the racing world with its devastating 750cc, Inline-Four two-stroke, Yamaha introduced a batch of 40 upgraded TZ750C racebikes for the 1976 season and sent a special one to Kenny Roberts to race in the Daytona 200. Roberts was not entirely happy about the new bike, saying, "All it's going to do is make people mad."

That story came to mind late last year when Ducati introduced an updated Panigale V4 R for Superbike World Championship competition in 2023. After crushing the field in 2022, the company upgraded the racebike's engine spec and refined its aerodynamics to reduce drag and give its riders more control right when opening the throttle at corner exit.

It is unclear whether Ducati wanted to make people mad by upgrading the dominant machine in the field. But there were plenty of dejected faces and not-so-veiled complaints about the performance of the Italian bikes after the first two rounds of the 2023 season.

Defending Champion Alvaro Bautista took all three wins at Phillip Island and two of the three at Mandalika to open a 37-point lead, 112-75, over 2021 Champion Toprak Razgatlioğlu. The only setback for Bautista was a crash in the Sunday morning sprint race in Indonesia, a consequence of being forced off the racing line by Jonathan Rea and finding himself on slippery, dirty pavement.

Razgatlioğlu and Rea suffered their share of bad luck, with Rea dropping out of the lead of Race One at Phillip Island with a technical issue and Razgatlioğlu crashing after Rea's teammate Alex Lowes hit him in Race Two.

But what was clear after two rounds at widely different circuits was that Bautista's Ducati is crushingly quick, and is fast in the hands of other riders as well. While Razgatlioğlu's Pata Yamaha teammate Andrea Locatelli is third with 70 points, fourth is Axel Bassani aboard the satellite Motocorsa Racing Panigale and fifth is Michael Rinaldi on the second factory Ducati.

Grand Ridge Australian Round, Phillip Island Grand Prix Circuit

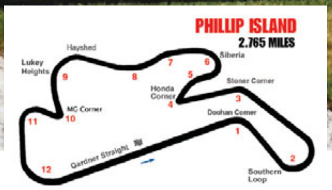
After a challenging pre-season, Razgatlioğlu took Superpole over Bautista and Locatelli, with Rea fourth ahead of Ducati GoEleven's Phillip Oettl and Rinaldi. When the lights went out on a soaking track, Rea fought his way to the front, taking advantage of the conditions to use the balanced, neutral handling of his ZX-10RR to the maximum. Bautista held second, about a second back, for the first several laps.

Then bad luck struck Rea. Something in the quick-shifting system went wrong, and suddenly Rea was forced to clutch to downshift and blip the throttle on upshifts. This does nothing good for the rider trying to walk that fine line between grip and gravel in the wet, and Bautista quickly disposed of Rea and was never challenged en route to his first win of the season.

Razgatlioğlu held off Lowes for two-thirds of the race until Lowes crashed, handing fourth to Locatelli and fifth to Bassani.

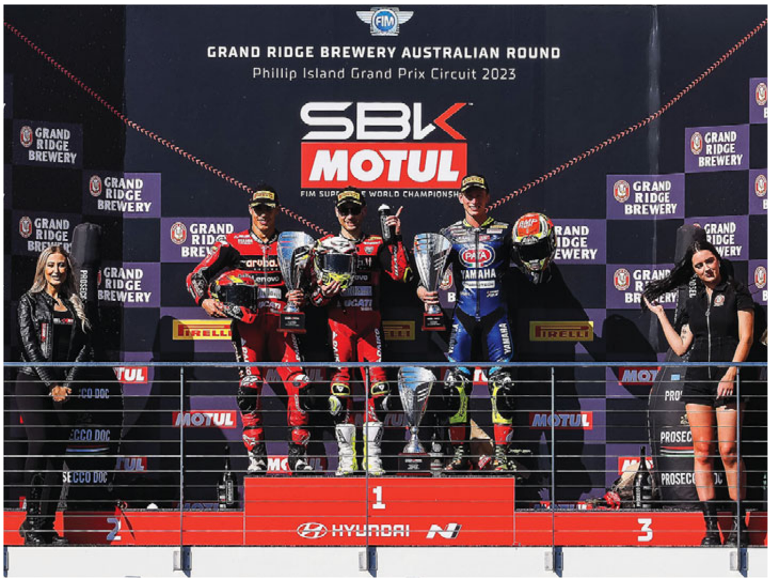
Bautista led Razgatlioğlu across the line by 0.001-second after the first lap of the Superpole race, and then Lowes took over the runner-up spot. Rinaldi passed Lowes on lap four, and Razgatlioğlu took third a lap later, settling the podium positions, Locatelli following Lowes across the line.

Race Two ran full length and was dry, and showed just what a good job Ducati engineers have done with its new bike. On a circuit where long, flowing corners and tire wear concerns tend to create pack racing, Bautista was in a class of his own, leading by more than a second after six



laps, 2.370 seconds after 12 laps and 4.719 seconds after 18. Bautista stretched the gap to 6.344 seconds on the penultimate lap before easing to his third win of the weekend, teammate Rinaldi nearly three seconds clear of Locatelli. The gap between Bautista and the first non-Ducati was more than nine seconds.

Lowes tried to out-brake Razgatlioğlu going into Miller Hairpin, a challenge under the best of circumstances, and got it all wrong, crashing and taking Razgatlioğlu out. Rea was shoved wide early and fell back into the middle of the pack but never really recovered, complaining of grip issues. Ducati had dominated.


GRAND RIDGE BREWERY AUSTRALIAN ROUND
Phillip Island Grand Prix Circuit 2023
SBK
MOTUL

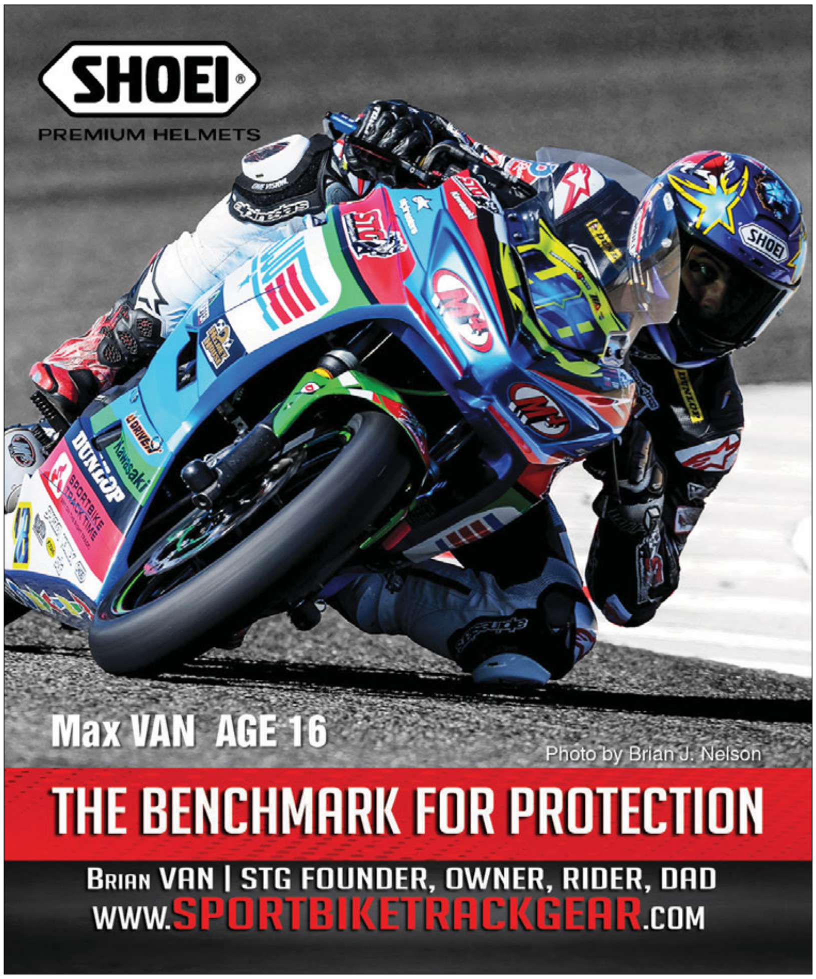
PERTAMINA MANDALIKA INTERNATIONAL STREET CIRCUIT
2.68 MILES

(Left) Alvaro Bautista (1) leads off the starting grid in Race 2 at Phillip Island, chased by Andrea Locatelli (55), Michael Rinaldi (21), Alex Lowes (22), Phillip Oettl (5), Toprak Razgatlioğlu (54), and the rest of the field. (Above) From left, second-place Rinaldi, winner Bautista, and Locatelli on the Race 2 podium at Phillip Island. (Below) Lowes crashed and took out Razgatlioğlu at Phillip Island.

Motul Indonesian Round, Pertamina Mandalika Circuit

Razgatlioğlu scored his second Superpole of the season, his 1:32.037 edging Locatelli by 0.069-second. Bautista and Rinaldi took the next two spots, ahead of Locatelli and Loris Baz on the Bonovo Action BMW M 1000 RR.

In the searing heat of Race One, Razgatlioğlu led the first four laps, shadowed by Bautista, who moved ahead on lap five as Razgatlioğlu's front tire started degrading. The pair slowly pulled a gap over Bassani, who briefly held second before sliding back to fourth behind Locatelli, where he would finish. On the 10th lap, Bautista started stretching his advantage over Razgatlioğlu. Bautista's lead was 0.896-second on lap 10 and 2.7+ seconds five laps later, and he would cross the finish line nearly five seconds ahead of Razgatlioğlu.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Stefano Manzi (62) finished second behind Nicolo Bulega (11) in Supersport Race 1 in Australia, while Can Öncü (1) won in Indonesia.

Rea and Lowes, who held fifth and sixth in the middle of the race, slid backward as their tires lost edge grip. Danilo Petrucci, in only his second event as a WorldSBK racer, shot to fourth at the start, slipped back to seventh and then clambered back to fifth, ahead of Michael van der Mark on the factory BMW. Rea and Lowes finished ninth and 10th.

The real madness started in the Superpole race. Lowes and Petrucci collided and Lowes crashed, taking down Baz and destroying Lowes' Kawasaki—the front end was torn from the ZX-10RR. A lap later, Rea crashed in fluid or debris left from the crash. Baz later was seen telling officials that he had begged the cornerworkers to throw a flag after the crash, but they had not listened.

Lowes was allowed to take the restart, but on lap two, he was making a pass on Baz, and then Baz dangled his right leg going into the corner. Lowes hit Baz's leg, and while Baz was able to ride back to the pits, he had to be carried off the bike, his leg and ankle broken.

Razgatlioğlu led over Bautista until lap four, when Rea shoved his way under Bautista. It was a clean enough move, but it left both of them on the dirty part of the track, which at Mandalika is really, really slick. Both had massive wobbles. Rea saved it and lost two positions. Bautista did not save it.

That left Razgatlioğlu ahead of Locatelli, Lowes and Rea, where they stayed until the finish. Bassani was fifth, ahead of Xavi Vierge on the Team HRC CBR1000 RR-R.

Race 2 started with Bautista firing from the fourth row of the grid to eighth, where his progress slowed. Teammate Rinaldi upheld Ducati honors by pulling nearly 2.5 seconds on Razgatlioğlu after seven laps, when the race was halted again for another crash, this one involving van der Mark and Oettl.

On this restart, Rinaldi once again shot into the lead, but was only able to pull a gap of 1.464 seconds before Bautista cleared Razgatlioğlu and headed off after his teammate. Bautista was on harder tires and said later he would have been happy with second, but Rinaldi started struggling as his softer tires wore. Bautista tiptoed carefully past his teammate on the penultimate lap, dropped his lap times by a full second and flew off for his fifth win in six starts. Razgatlioğlu inherited second when Rinaldi went wide on the final lap, his tires well worn, and Vierge happily accepted the gift of third place. Lowes struggled to 13th, while Rea, admitting he was completely over-riding his Kawasaki to try to keep up, crashed out of the race on lap 9 to complete his worst weekend in a long, long time.

World Supersport: Bulega, Öncü, Caricasulo Win

Nicolo Bulega won both Supersport World Championship races in Australia, while Can Öncü and Federico Caricasulo split the victories in Indonesia. Ducati-mounted Bulega then held the Championship lead 77-59 over Yamaha's Stefano Manzi's 59, who was second in the second race at Phillip Island and again at Mandalika. Öncü, on a Kawasaki, was third with 54 points and Ducati-mounted Caricasulo, who scored his first win since 2019, was fourth with 51.

PHILLIP ISLAND, AUSTRALIA RESULTS

FIM SUPERBIKE WORLD CHAMPIONSHIP RACE ONE (All on Pirelli Tires) (February 25): 1. Alvaro Bautista, Spain (Duc), 22 laps; 2. Jonathan Rea, Great Britain (Kaw), -3.471 seconds; 3. Toprak Razgatlioğlu, Turkey (Yam), -6.168; 4. Andrea Locatelli, Italy (Yam), -16.789; 5. Axel Bassani, Italy (Duc), -20.918; 6. Iker Lecuona, Spain (Hon), -27.015; 7. Xavi Vierge, Spain (Hon), -30.625; 8. Danilo Petrucci, Italy (Duc), -31.000; 9. Scott Redding, Great Britain (BMW), -37.447; 10. Garrett Gerloff, USA (BMW), -42.591; 11. Philipp Oettl, Germany (Duc), -44.142; 12. Remy Gardner, Australia (Yam), -48.833; 13. Dominique Aegerter, Switzerland (Yam), -51.617; 14. Michael Rinaldi, Italy (Duc), -55.010; 15. Hafizh Syahrin, Malaysia (Hon), -75.223; 16. Eric Granado, Brazil (Hon), -77.459; 17. Lorenzo Baldassarri, Italy (Yam), -80.226; 18. Loris Baz, France (BMW), -1 lap; 19. Alex Lowes, Great Britain (Kaw), -8 laps, DNF, crash; 20. Oliver Konig, Czech Republic (Kaw), -11 laps, DNF, retired; 21. Tom Sykes, Great Britain (Kaw), -12 laps, DNF, mechanical; 22. Michael Van der Mark, Netherlands (BMW), -21 laps, DNF, crash. Race Distance, 22 laps, 60.764 miles; Race Time, 37 minutes, 48.672 seconds; Race Average Speed, 96.422 mph; Victory Margin, 3.471 seconds; Fastest Lap, Rea, 1:42.173, 97.317 mph, Lap 3.

FIM SUPERBIKE WORLD CHAMPIONSHIP SUPERPOLE RACE (All on Pirelli Tires) (February 26): 1. Bautista, 10 laps; 2. Rinaldi, -2.462 seconds; 3. Razgatlioğlu, -3.060; 4. Lowes, -3.833; 5. Locatelli, -3.893; 6. Oettl, -4.215; 7. Rea, -4.952; 8. Lecuona, -7.140; 9. Bassani, -11.295; 10. Van der Mark, -11.843; 11. Petrucci, -13.480; 12. Vierge, -13.888; 13. Baz, -14.413; 14. Redding, -16.795; 15. Gerloff, -17.891; 16. Baldassarri, -26.122; 17. Konig, -32.457; 18. Granado, -32.739; 19. Syahrin, -32.949; 20. Sykes, -3 laps; 21. Aegerter, -5 laps, DNF, crash; 22. Gardner, -5 laps, DNF, crash. Race Distance, 10 laps, 27.620 miles; Race Time, 15 minutes, 14.958 seconds; Race Average Speed, 108.673 mph; Victory Margin, 2.462 seconds; Fastest Lap, Aegerter, 1:30.374, 110.022 mph, Lap 2.

FIM SUPERBIKE WORLD CHAMPIONSHIP RACE TWO (All on Pirelli Tires) (February 26): 1. Bautista, 22 laps; 2. Rinaldi, -6.191 seconds; 3. Locatelli, -9.099; 4. Bassani, -11.680; 5. Oettl, -12.020; 6. Lecuona, -13.701; 7. Aegerter, -14.316; 8. Rea, -14.753; 9. Petrucci, -18.745; 10. Gardner, -21.331; 11. Vierge, -21.500; 12. Van der Mark, -29.790; 13. Redding, -34.265; 14. Gerloff, -34.444; 15. Baz, -34.846; 16. Baldassarri, -45.568; 17. Syahrin, -62.330; 18. Konig, -62.589; 19. Granado, -64.168; 20. Lowes, -6 laps, DNF, crash; 21. Razgatlioğlu, -6 laps, DNF, crash; 22. Sykes, -18 laps, DNF, crash. Race Distance, 22 laps, 60.764 miles; Race Time, 33 minutes, 40.779 seconds; Race Average Speed, 108.250 mph; Victory Margin, 6.191 seconds; Fastest Lap, Bautista, 1:30.766, 109.547 mph, Lap 2.

FIM SUPERBIKE WORLD CHAMPIONSHIP QUALIFYING: 1. Razgatlioğlu, 1:29.400, 111.221 mph; 2. Bautista, 1:29.584; 3. Aegerter, 1:29.635; 4. Rea, 1:29.715; 5. Oettl, 1:29.774; 6. Rinaldi, 1:29.775; 7. Gardner, 1:29.841; 8. Lowes, 1:29.864; 9. Locatelli, 1:29.956; 10. Petrucci, 1:30.075; 11. Lecuona, 1:30.257; 12. Van der Mark, 1:30.276; 13. Redding, 1:30.388; 14. Bassani, 1:30.409; 15. Baldassarri, 1:30.470; 16. Gerloff, 1:30.473; 17. Vierge, 1:30.587; 18. Baz, 1:30.604; 19. Sykes, 1:30.914; 20. Granado, 1:31.779; 21. Syahrin, 1:32.098; 22. Konig, 1:32.282.

FIM SUPERSPORT WORLD CHAMPIONSHIP RACE ONE (All on Pirelli Tires) (February 25): 1. Nicolo Bulega, Italy (Duc), 10 laps; 2. Nicholas Spinelli, Italy (Yam), -0.942-second; 3. John McPhee, Great Britain (Kaw), -2.965; 4. Niki Tuuli, Finland (Tri), -11.624; 5. Tarran MacKenzie, Great Britain (Hon), -15.838; 6. Stefani Manzi, Italy (Yam), -19.700; 7. Marcel Schroetter, Germany (MV), -20.756; 8. Anupab Sarmoon, Thailand (Yam), -22.331; 9. Jorge Navarro, Spain (Yam), -22.771; 10. Federico Caricasulo, Italy (Duc), -39.760. Race Distance, 10 laps, 27.620 miles; Race Time, 18 minutes, 16.149 seconds; Victory Margin, 0.942- second; Fastest Lap, Bulega, 1:46.897, 93.017 mph, Lap 3.

FIM SUPERSPORT WORLD CHAMPIONSHIP RACE TWO (All on Pirelli Tires) (February 26): 1. Bulega, 13 laps; 2. Manzi, -0.382-seconds; 3. Can Öncü, Turkey (Kaw); 4. Schroetter; 5. Glenn Van Straalen, Netherlands (Yam); 6. Navarro; 7. Raffaele De Rosa, Italy (Duc); 8. Valentin Debise, France (Yam); 9. Tuuli; 10. Oliver Bayliss, Australia (Duc). Race Distance, 13 laps, 36.372 miles; Race Time, 20 minutes, 43.231 seconds; Victory Margin, 0.382-second; Fastest Lap, Manzi, 1:33.853, 105.944 mph, Lap 3.

FIM SUPERSPORT WORLD CHAMPIONSHIP QUALIFYING: 1. Manzi, 1:32.814, 107.130 mph; 2. Öncü, 1:33.058; 3. Yari Montella, Italy (Duc), 1:33.076; 4. Bulega, 1:33.090; 5. Spinelli, 1:33.729; 6. Schroetter, 1:33.866; 7. Van Straalen, 1:33.904; 8. Adrian Huertas, Spain (Kaw), 1:33.952; 9. Caricasulo, 1:34.069; 10. De Rosa, 1:34.102.

FIM SUPERSPORT WORLD CHAMPIONSHIP POINT STANDINGS (After 2 of 24 races): 1. Bulega, 25 points;

(Above) Jonathan Rea (65) was second in Race 1 in Australia; Xavi Vierge (97) earned his first World Superbike podium with third in Race 2 in Indonesia. (Right) Defending World Champion Alvaro Bautista (1) bounced back from a crash in the Superpole race to take a decisive victory in Race 2 at Mandalika.

2. Spinelli, 20 points; 3. McPhee, 16 points; 4. Tuuli, 13 points; 5. MacKenzie, 11 points; 6. Manzi, 10 points; 7. Schroetter, 9 points; 8. Sarmoon, 8 points; 9. Navarro, 7 points; 10. Caricasulo, 6 points.

INDONESIA RESULTS

FIM SUPERBIKE WORLD CHAMPIONSHIP RACE ONE (All on Pirelli Tires) (March 4): 1. Alvaro Bautista, Spain (Duc), 21 laps, 32:44.093, 102.844 mph; 2. Toprak Razgatlioğlu, Turkey (Yam), -4.809 seconds; 3. Andrea Locatelli, Italy (Yam), -6.586; 4. Axel Bassani, Italy (Duc), -8.871; 5. Danilo Petrucci, Italy (Duc), -11.667; 6. Michael Van der Mark, Netherlands (BMW), -12.685; 7. Xavi Vierge, Spain (Hon), -13.610; 8. Dominique Aegerter, Switzerland (Yam), -13.961; 9. Jonathan Rea, Great Britain (Kaw), -14.454; 10. Alex Lowes, Great Britain (Kaw), -14.590; 11. Loris Baz, France (BMW), -16.431; 12. Iker Lecuona, Spain (Hon), -16.793; 13. Philipp Oettl, Germany (Duc), -26.167; 14. Garrett Gerloff, USA (BMW), -30.580; 15. Lorenzo Baldassarri, Italy (Yam), -35.520; 16. Hafizh Syahrin, Malaysia (Hon), -62.195; 17. Oliver Konig, Czech Republic (Kaw), -69.875; 18. Tom Sykes, Great Britain (Kaw), -4 laps; 19. Scott Redding, Great Britain (BMW), -9 laps, DNF, retired; 20. Michael Rinaldi, Italy (Duc), -21 laps, DNF, crash. Race Distance, 21 laps, 56.110 miles; Race Time, 32 minutes, 44.093 seconds; Race Average Speed, 102.844 mph; Victory Margin, 4.809 seconds; Fastest Lap, Bautista, 1:32.803, 103.648, Lap 13.

FIM SUPERBIKE WORLD CHAMPIONSHIP SUPERPOLE RACE (All on Pirelli Tires) (March 5): 1. Razgatlioğlu, 8 laps, 12:26.052, 103.144 mph; 2. Locatelli, -1.110 seconds; 3. Lowes, -1.372; 4. Rea, -3.073; 5. Bassani, -3.234; 6. Vierge, -4.251; 7. Rinaldi, -4.617; 8. Van der Mark, -4.792; 9. Redding, -5.797; 10. Petrucci, -8.347; 11. Aegerter, -8.400; 12. Gerloff, -8.442; 13. Oettl, -10.592; 14. Gardner, -13.534; 15. Baldassarri, -16.839; 16. Lecuona, -17.365; 17. Syahrin, -18.881; 18. Konig, -33.614; 19. Eric Granado, Brazil (Hon), -42.022; 20. Sykes, -3 laps, DNF, retired; 21. Bautista, -5 laps, DNF, crash; 22. Baz, -6 laps, DNF, retired. Race Distance, 8 laps, 21.375 miles; Race Time, 12 minutes, 26.052 seconds; Race Average Speed, 103.144 mph; Victory Margin, 1.110 seconds; Fastest Lap, Rea, 1:32.225, 104.297 mph, Lap 2.

FIM SUPERBIKE WORLD CHAMPIONSHIP RACE TWO (All on Pirelli Tires) (March 5): 1. Bautista, 14 laps, 21:43.781, 103.287 mph; 2. Razgatlioğlu, -1.218 second; 3. Vierge, -3.050; 4. Rinaldi, -4.068; 5. Locatelli, -4.848; 6. Petrucci, -5.838; 7. Gardner, -6.339; 8. Bassani, -6.796; 9. Lecuona, -9.095; 10. Redding, -9.659; 11. Gerloff, -9.832; 12. Aegerter, -11.264; 13. Lowes, -15.167; 14. Baldassarri, -15.663; 15. Syahrin, -37.461; 16. Sykes, -10 laps, DNF; 17. Rea, -6 laps, DNF, crash; 18. Van der Mark, -8 laps, DNF; 19. Oettl, -8 laps, DNF; 20. Konig, -14 laps, DNF. Race Distance, 14 laps, 37.407 miles; Race Time, 21 minutes, 43.781 seconds; Race Average Speed, 103.287 mph; Victory Margin, 1.218 seconds; Fastest Lap, Bautista, 1:32.247, 104.272 mph, Lap 7.

FIM SUPERBIKE WORLD CHAMPIONSHIP QUALIFYING: 1. Razgatlioğlu, 1:32.037, 104.510 mph; 2. Locatelli, 1:32.106; 3. Bautista, 1:32.202; 4. Rinaldi, 1:32.542; 5. Rea, 1:32.550; 6. Baz, 1:32.638; 7. Bassani, 1:32.68; 8. Petrucci, 1:32.709; 9. Lowes, 1:32.797; 10. Van der Mark, 1:33.002; 11. Redding, 1:33.005; 12. Aegerter, 1:33.035; 13. Vierge, 1:33.094; 14. Gerloff, 1:33.094; 15. Oettl, 1:33.387; 16. Lecuona, 1:33.943; 17. Sykes, 1:34.197; 18. Baldassarri, 1:34.308; 19. Syahrin, 1:34.678; 20. Granado, 1:34.940; 21. Konig, 1:35.544.

FIM SUPERBIKE WORLD CHAMPIONSHIP POINT STANDINGS (After 4 of 24 races): 1. Bautista, 112 points; 2. Razgatlioğlu, 75 points; 3. Locatelli, 70 points; 4. Bassani, 51 points; 5. Rinaldi, 47 points; 6. Rea, 44 points; 7. Vierge, 43 points; 8. Petrucci, 36 points; 9. Lecuona, 33 points; 10. Aegerter, 24 points; 16. Gerloff, 15 points.

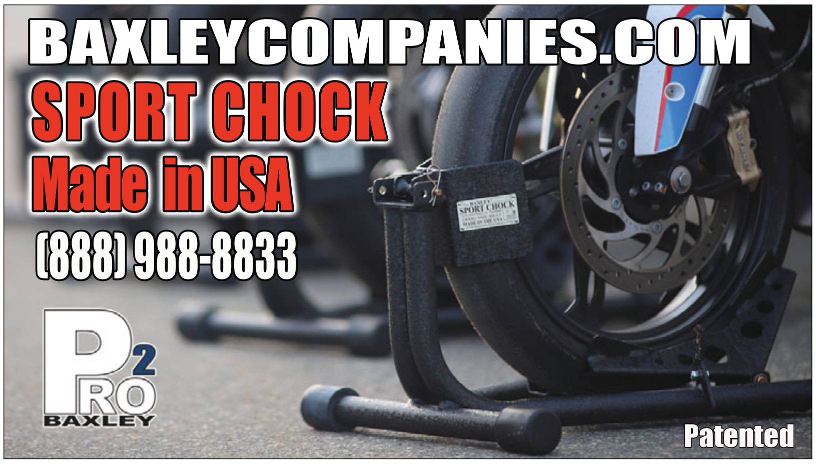
FIM SUPERSPORT WORLD CHAMPIONSHIP RACE ONE (All on Pirelli Tires) (March 4): 1. Can Öncü, Turkey (Kaw), 18 laps, 28:56.637, 99.698 mph; 2. Federico Caricasulo, Italy (Duc), -3.305 seconds; 3. Niki Tuuli, Finland (Tri), -4.172; 4. Marcel Schroetter, Germany (MV), -7.813; 5. Nicolo Bulega, Italy (Duc), -11.558; 6. Valentin Debise, France (Yam), -20.218; 7. Stefani Manzi, Italy (Yam), -35.418; 8. Oliver Bayliss, Australia (Duc); 9. Bahattin Sofuoglu, Turkey (MV), -41.431; 10. John McPhee, Great Britain (Kaw), -42.621. Race Distance, 18 laps, 48.094 miles; Race Time, 28 minutes, 56.637 seconds; Victory Margin, 3.305 seconds; Fastest Lap, Öncü, 1:35.728, 100.481 mph, Lap 5, New Record.

FIM SUPERSPORT WORLD CHAMPIONSHIP RACE TWO (All on Pirelli Tires) (March 5): 1. Caricasulo, 18 laps, 28:51.984, 99.966 mph; 2. Manzi, -0.325 second; 3. Bulega, -1.546; 4. Öncü, -3.148; 5. Schroetter, -6.199; 6. Tuuli, -8.453; 7. Raffaele De Rosa, Italy (Duc), -10.365; 8. Jorge Navarro, Spain (Yam), -18.320; 9. Nicholas Spinelli, Italy (Yam), -22.487; 10. Sofuoglu, -28.997. Race Distance, 18 laps, 48.094 miles; Race Time, 28 minutes, 51.984 seconds; Victory Margin, 0.325-second; Fastest Lap, Manzi, 1:35.416, 100.809 mph, Lap 5, New Record.

FIM SUPERSPORT WORLD CHAMPIONSHIP QUALIFYING: 1. Bulega, 1:35.520, 100.699 mph; 2. Caricasulo, 1:35.523; 3. Öncü, 1:35.612; 4. Tuuli, 1:35.915; 5. Schroetter, 1:35.927; 6. De Rosa, 1:36.031; 7. Glenn Van Straalen, Netherlands (Yam), 1:36.065; 8. Spinelli, 1:36.127; 9. Navarro, 1:36.196; 10. Manzi, 1:36.421.

FIM SUPERSPORT WORLD CHAMPIONSHIP POINT STANDINGS (After 4 of 24 races): 1. Bulega, 77 points; 2. Manzi, 59 points; 3. Öncü, 54 points; 4. Caricasulo, 51 points; 5. TIE, Tuuli/Schroetter, 46 points; 7. McPhee, 31 points; 8. Navarro, 29 points; 9. Spinelli, 27 points; 10. Debise, 21 points.

Continued on page 62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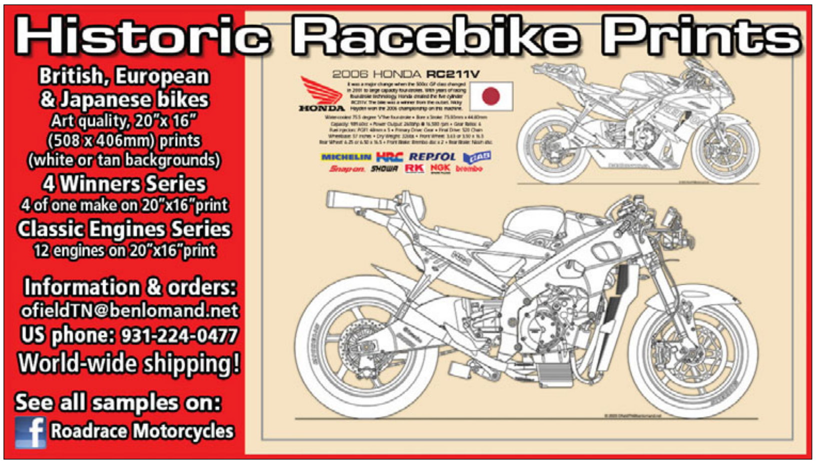
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SHOPS

By David Swarts

Andreani USA's 10,000-square-foot headquarters, distribution, training, and warehousing building is located in Hendersonville, North Carolina.

Andreani USA

Suspension On Motorcycles Can Seem Like A Mysterious World.

Some people never touch the adjusters built into their motorcycle's suspension and never know what they are missing. Some racers have aftermarket suspension components that are removed and modified internally in between every session to reach higher and higher levels of performance. And somewhere in between are people who choose to have their stock suspension modified and customized to suit their riding.

Andreani Group has lived in this world for over 35 years, racing, tuning, innovating, customizing, training, distributing, selling, and servicing suspension components for motorcycles. And now, the Italian company is bringing its comprehensive suspension business to America as Andreani USA, Inc.

The Andreani story starts with Giuseppe Andreani, who had a long and successful career as a World Championship-level motocross racer and who did a lot of his own suspension work. At the end of his career as a rider, Andreani took his knowledge of suspension, founded WP Italy, and became the exclusive importer for the Dutch suspension brand in his home country.

After many years of selling WP suspension components and providing service work, including trackside service, Andreani formed the Andreani Group in 2005 and started wide-ranging collaborations with other suspension component manufacturers, including Öhlins and Showa.

About the same time, Andreani Group hired Luciano Ubaldini and tasked the multi-lingual young man with growing the company in Europe's biggest motorcycle markets. And he did so successfully for years. Now, after a brief time away to help with his family's business, Ubaldini is back with Andreani and he has a new task—run the all-new Andreani USA as its President.

The term "all-new" may be a little misleading as the Andreani brand was already established in America by David Behrend, a well-known motorcycle road racing crew chief and suspension tuner who had left the employ of Öhlins USA to

Andreani group international

(Left) Giuseppe Andreani (left) with David Behrend during the grand opening of the Italian company's new U.S. facility in North Carolina. (Above) Behrend explains to visitors how fork and shock dynos are used to develop set-ups and quality-test finished suspension work. (Below) The workshop is fully equipped with benches, test equipment, and tools. Bikes fitted with Andreani products were on display for the grand opening.

start his own suspension company, Fast Bike Industries (FBI).

FBI did distribution, sales, and service with many suspension products—on and off-road—and thrived, but Behrend found himself more often chained to a desk covered with spreadsheets, invoices, and tax forms instead of tuning suspension at the track or in the workshop. Finally, Behrend decided to make a change and he reached out to his long-time friends and colleagues at Andreani.

In late 2022, a deal was struck and Behrend sold FBI to Andreani Group, which decided to re-launch the company in Hendersonville, North Carolina, as Andreani USA under the leadership of Ubaldini.

"Giuseppe called me and said, 'I want to make a business in America. But I will only do it if you come back,'" Ubaldini told *Roadracing World*. "I always loved the U.S. I came here in 2013 the first time. In 2014, I came here again with Andreani to meet with David Behrend.

"It's a place that I really liked. I like the area, especially this area, but I have traveled all over the U.S. from Los Angeles to Miami by car. I see a lot of nice places, a lot of nice people. So, when I had this opportunity, I said, 'Why not?'

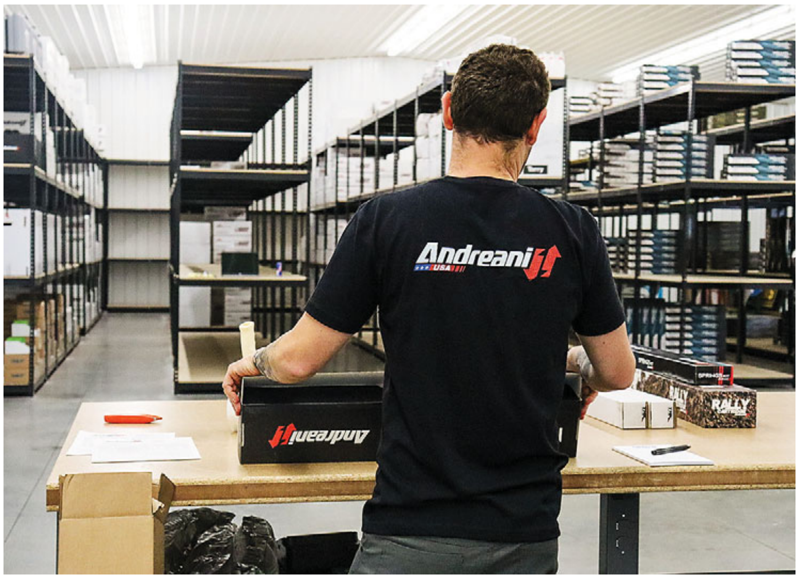
"It's a big challenge. I sold my house, my car, my motorcycle in Italy. I said to my wife, when I told her, 'The thing you do it once in your life, a one-time opportunity. So, if we really want to do this, we go all-in.' And that's what we did.

"I started coming here in August [2022], and the warehouse was not finished inside. I used to sleep in my office. I had a mattress on the floor for one and a half months because I wanted to be here every step. We worked every day and I had them doing stuff because I made all the layout on the computer and I wanted to be sure everything was like how I showed it to my big boss. And here we are."

While Behrend transitions into a new role as Technical Director, developing product and doing suspension service training, Ubaldini has been working on switching FBI over to Andreani USA.

First of all, Andreani USA is going to distribute aftermarket suspension components for motorcycle and bicycles from Intek, Kayaba, Öhlins, Showa, SKF, and others, as well as Andreani's own products, which somewhat surprisingly do not include shocks or forks—Andreani does not make forks or shocks.

Instead of developing its own suspension components, Andreani develops parts to modify, customize, and improve stock and aftermarket suspension components (Andreani does make its own fork cartridge kits, which are fitted exclusively to every off-road motorcycle at Valentino Rossi's VR46 Motor Ranch.), because in some riding disciplines, especially off-road, riders choose to modify their stock suspension as opposed to replacing it with aftermarket pieces.



(Above) A wide range of suspension components, tools, fluids and other parts have been shipped in and are stored on racks in the warehouse, where customer and shop orders are filled before shipping. (Below, Left) Visitors look into the classroom where a suspension building video is being shown. (Below, Right) Andreani USA President Luciano Ubaldini is fluent in three languages and has set up Andreani outposts around the world. Andreani USA is his latest assignment.

"Giuseppe Andreani realized after racing professionally for many years that the thing that really does the click in your head when you're riding in motocross is the confidence you have with your bike, and most of this comes from the suspension," said Ubaldini. "So, when you have a very good suspension you keep the gas open, you continue to race really quickly. If you have problems with the suspension, you start braking early, you're closing the gas, and that's how he started. He started to make his own suspension better, and from there he started a company to make everyone's suspension better. The first aim of Andreani has always been tuning and fine-tuning suspension."

There are several companies that sell and service suspension components, but Andreani USA takes things one step further. In addition to doing service work for customers, dealers, and race teams, Andreani USA teaches other technicians how to service, modify, test, and set up suspension components and sells all the spare parts, fluids, tools, and machinery someone needs to run their own suspension service business.

"Here at Andreani, you will have a one-stop shop," said Ubaldini. "If you need Showa spare parts, we have them. If you need Kayaba spare parts, we have them. If you want Öhlins, we have them."

And according to Ubaldini, they don't just sell training customers a package deal and send them out the door to fend for themselves. When someone receives training from Andreani USA that person becomes part of the Andreani family, just like Behrend was with FBI.

"When I get a request to do a [training] course, I try to understand the person," said Ubaldini. "Is this a private guy who just wants to start something new for his life, so he's going all-in for a new project and he wants to do this? Or is it a guy who is already a mechanic working for a brand [dealer] and they want to implement their suspension service?

"It's two different kinds of approach but at the same time the thing I like to do is get a bit of a connection and also try not to make the one-day sale but to grow the company. Following them in every step helps us to grow their business with them and automatically ours."

A customer can come to Andreani USA, receive training to work on stock and aftermarket suspension components, purchase service tools and equipment including suspension dynos for forks and shocks and fluid vacuum systems, go home, and start their own businesses. Those businesses will then require spare parts, specialized fittings, and proprietary fluids that can all be acquired from Andreani USA. So, it's a win-win.

And that same business model carries over to the rapidly expanding bicycle E-bike markets.

Considering Andreani USA's acquisition of FBI isn't starting from zero, how will Ubaldini know at the end of 2023 if he has been successful with Andreani USA?

"Not one of us, not me, not Giuseppe, we don't need to get rich over here doing this job. The better it gets of course the more we are happy," said Ubaldini. "But like Giuseppe used to say, at the end of the year if we have some extra money, we get a new truck, do more [at-track] service support, hire a new employee or a new technician, build a new school center. Everything you gain gets reinvested. That is the best way to let it grow, slowly, time-by-time also because it requires a lot of time. But after 12 months, I would be happy to look back and say I started sleeping in that office and now everyone is happy and everyone can stay in the company and grow with it."

ROAD RACING, SCHOOL, & TRACK DAY CALENDAR 2023

IMPORTANT WARNING: COVID-19 restrictions were still forcing event cancellations and postponements as we finished this issue of *Roadracing World*. Before going to a race, track day, school or other event, please ensure it hasn't been cancelled or postponed by contacting the promoter or clicking on the EVENTS tab on roadracingworld.com.

CLUB RACING SERIES (U.S.)

CVMA 2022-2023 Winter Series

3/25-26	Chuckwalla Valley Raceway, Desert Center, CA
4/15-16	Chuckwalla Valley Raceway, Desert Center, CA

For additional info, call (760) 360-2834, info@cvmaracing.com, www.cvmaracing.com.

INTERNATIONAL SERIES

FIM MotoGP World Championship

3/24-26	Algarve International Circuit, Portimao, Portugal
3/31-4/2	Termas de Rio Hondo, Argentina
4/14-16	**Circuit of The Americas, Austin, TX, USA**
4/28-30	Circuito de Jerez, Jerez de la Frontera, Spain
5/12-14	Bugatti Circuit, Le Mans, France
6/9-11	Autodromo del Mugello, Scarperia, Italy
6/16-18	Sachsenring, Hohenstein-Ernstthal, Germany
6/23-25	TT Circuit Assen, The Netherlands
7/7-9	Sokol International Racetrack, Kazakhstan**
8/4-6	Silverstone Circuit, Northamptonshire, UK
8/18-20	Red Bull Ring, Spielberg, Austria
9/1-3	Circuit de Barcelona-Catalunya, Barcelona, Spain
9/8-10	Misano World Circuit Marco Simoncelli, Misano, San Marino
9/22-24	Buddh International Circuit, India**
9/29-10/1	Mobility Resort Motegi, Motegi, Japan
10/13-15	Mandalika International Street Circuit, Kuta, Indonesia
10/20-22	Phillip Island Grand Prix Circuit, Phillip Island, Australia
10/27-29	Chang International Circuit, Buriram, Thailand
11/10-12	Sepang International Circuit, Sepang, Malaysia
11/17-19	Lusail International Circuit, Doha, Qatar*
11/24-26	Ricardo Tormo Circuit, Valencia, Spain

*=Evening Race, **=Subject to Homologation

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(Enel) FIM MotoE World Championship

5/12-14	Bugatti Circuit, Le Mans, France
6/9-11	Autodromo del Mugello, Scarperia, Italy
6/16-18	Sachsenring, Hohenstein-Ernstthal, Germany
6/23-25	TT Circuit Assen, The Netherlands
8/4-6	Silverstone Circuit, Northamptonshire, UK
8/18-20	Red Bull Ring, Spielberg, Austria
9/1-3	Circuit de Barcelona-Catalunya, Barcelona, Spain
9/8-10	Misano World Circuit Marco Simoncelli, Misano, San Marino

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FIM Superbike World Championship

4/21-23	TT Circuit Assen, Assen, Netherlands
5/5-7	Circuit de Barcelona-Catalunya, Barcelona, Spain
6/2-4	Misano World Circuit Marco Simoncelli, Misano, San Marino
6/30-7/2	Donington Park, Donington, England
7/28-30	Autodrom Most, Most Czech Republic
9/8-10	Circuit de Nevers Magny-Cours, Magny-Cours, France
9/22-24	MotorLand Aragon, Alcaniz, Spain
9/29-10/1	Autodromo Internacional do Algarve, Portimao, Portugal
10/13-15	Circuito San Juan Villicum, San Juan, Argentina
7/14-16	Autodromo Internazionale Enzo e Dino Ferrari di Imola, Imola, Italy

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FIM Endurance World Championship

4/13-16	Le Mans 24-Hour, Bugatti Circuit, Le Mans, France
6/15-18	24-Hour Of Spa, Circuit de Spa-Francorchamps, Stavelot, Belgium
8/4-6	Suzuka 8-Hours, Suzuka Circuit, Japan
9/14-17	Bol d'Or 24-Hour, Circuit Paul Ricard, Le Castellet, France

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FIM Sidecar World Championship

5/12-14	Sachsenring, Hohenstein-Ernstthal, Germany
6/16-17	Circuit de Spa-Francorchamps, Stavelot, Belgium
6/23-25	Autodrom Most, Most Czech Republic
8/4-6	Red Bull Ring, Spielberg, Austria
8/18-20	TT Circuit Assen, Assen, The Netherlands
10/7-8	Oschersleben, Motorsport Arena, Oschersleben, Germany
10/27-29	Circuito do Estoril, Estoril, Portugal

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Northern Talent Cup

4/21-23	TT Circuit Assen, Assen, Netherlands
5/12-13	Sachsenring, Hohenstein-Ernstthal, Germany
6/2-4	Motorsport Arena, Oschersleben, Germany
6/16-18	Sachsenring, Hohenstein-Ernstthal, Germany
6/23-25	Autodrom Most, Most Czech Republic
8/4-6	Red Bull Ring, Spielberg, Austria
9/22-24	Hockenheimring, Hockenheim, Germany

For additional info, visit www.northerntalentcup.com.

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NATIONAL SERIES (U.S.)

MotoAmerica AMA/FIM North America Road Racing Series

4/21-23	Michelin Raceway Road Atlanta, Braselton, GA
5/19-21	Barber Motorsports Park, Birmingham, AL
6/2-4	Road America, Elkhart Lake, WI
6/23-25	Ridge Motorsports Park, Shelton, WA
7/7-9	WeatherTech Raceway Laguna Seca, Monterey, CA
7/28-30	Brainerd International Raceway, Brainerd, MN
8/18-20	Pittsburgh International Race Complex, Wampum, PA
9/8-10	Circuit of The Americas, Austin, TX
9/22-24	New Jersey Motorsports Park, Millville, NJ

For additional info, call (714) 242-5954, info@motoamerica.com, www.motoamerica.com.

AMA Sanctioned ASRA Championship Series Presented by Pirelli Tire

4/29-30	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
5/6-7	Pittsburgh International Race Complex, Wampum, PA
5/27-29	Summit Point Motorsports Park (Main), Summit Point, WV
7/29-30	NCBike, Garysburg, NC
8/19-20	Roebling Road Raceway, Bloomingdale, GA
9/16-17	Blackhawk Farms Raceway, South Beloit, IL
10/19-22	Daytona International Speedway, Daytona Beach, FL

For additional info, call (725) 755-7550, support@asraracing.com, www.asraracing.com.

AMA Sanctioned ASRA Team Challenge Series Presented by Michelin Tire

4/15	Carolina Motorsports Park, Kershaw, SC
5/6	Pittsburgh International Race Complex, Wampum, PA
7/15	Blackhawk Farms Raceway, South Beloit, IL
8/12	Summit Point Motorsports Park (Main), Summit Point, WV
9/3	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
10/20	Daytona International Speedway, Daytona Beach, FL

For additional info, call (725) 755-7550, support@asraracing.com, www.asraracing.com.

(Progressive) AMA Pro American Flat Track (AFT)

3/10	Daytona Flat Track II, Daytona International Speedway, Daytona Beach, FL
3/25	Senoia Short Track, Senoia Raceway, Senoia, GA
4/1	Arizona Super TT, Wild Horse Pass Motorsports Park, Chandler, AZ
4/22	Dallas Half-Mile, Devil's Bowl Speedway, Mesquite, TX
5/6	Ventura Short Track, Ventura, CA
5/13	Sacramento Mile, Cal Expo Fair, Sacramento, CA
5/27	Red Mile, The Red Mile, Lexington, KY
7/1	West Virginia Half-Mile, West Virginia Motor Speedway, Mineral Wells, WV
6/17	Du Quoin Mile, Du Quoin State Fairgrounds, Du Quoin, IL
6/24	Lima Half-Mile, Allen County Fairgrounds, Lima, OH
7/8	Orange County Half-Mile, Orange County Fair Speedway, Middletown, NY
7/22	Bridgeport Half-Mile, Bridgeport Speedway, Bridgeport, NJ
7/30	Peoria TT, Peoria Motorcycle Club, Peoria, IL
8/6	Buffalo Chip TT, Sturgis Buffalo Chip, Sturgis, SD
8/12	Castle Rock TT, Castle Rock Race Park, Castle Rock, WA
9/2	Springfield Mile I, Illinois State Fairgrounds, Springfield, IL
9/3	Springfield Mile II, Illinois State Fairgrounds, Springfield, IL

For additional info, call (386) 492-1014, www.americanflattrack.com.

(Bridgestone) AHRMA American Historic Racing Series

5/26-28	Classic MotoFest, Heartland Motorsports Park, Topeka, KS
6/2-4	Motorsports Park Hastings, Hastings, NE
6/23-25	New Jersey Motorsports Park, Millville, NJ
7/14-16	Classic MotoFest, WeatherTech Rcwy Laguna Seca, Monterey, CA
7/28-30	Gingerman Raceway, South Haven, MI
8/4-6	Blackhawk Farms Raceway, South Beloit, IL
9/8-10	Talladega Gran Prix Raceway, Munford, AL
10/5-8	Barber Vintage Festival, Barber Motorsports Park, Birmingham, AL

For additional info, call (888) 41-AHRMA (412-4762), www.ahrma.org/contact.

AMA Vintage Motorcycle Days (VMD)

7/20-23	Mid-Ohio Sports Car Course, Lexington, OH

For additional info, call (770) 720-720-5010, FAX (770) 720-5015, wera@wera.com, www.wera.com.

North America Talent Cup

4/14-16	Circuit of The Americas, Austin, TX
5/19-21	Barber Motorsports Park, Birmingham, AL
6/23-25	Ridge Motorsports Park, Shelton, WA
7/20-23	Mid-Ohio Sports Car Course, Lexington, OH
8/4-6	Eagles Canyon Raceway, Decatur, TX
9/8-10	Summit Point Motorsports Park, Summit Point, WV
TBD	TBD

TBD=To Be Determined

For additional info, email info@northamericatalentcup.com, northamericatalentcup.com.

(Pirelli) WERA National Challenge Co-Sanctioned by AMA

4/15-16	Talladega Gran Prix Raceway, Munford, AL
5/26-28	WERA Cycle Jam, Michelin Raceway Road Atlanta, Braselton, GA
7/20-23	AMA Vintage Motorcycle Days, Mid-Ohio Sports Car Course, Lexington, OH – Limited Schedule, DH
8/11-13	Pittsburgh International Race Complex, Wampum, PA
9/9-10	Summit Point Motorsports Park (Main), Summit Point, WV
10/19-22	Barber Motorsports Park, Birmingham, AL

DH=Doubleheader Round

For additional info, call (770) 720-720-5010, FAX (770) 720-5015, wera@wera.com, www.wera.com.

(Dunlop) N2/WERA Endurance Series

5/26	Michelin Raceway Road Atlanta, Braselton, GA
6/10	Carolina Motorsports Park, Kershaw, SC
7/15	Roebling Road Raceway, Bloomingdale, GA
8/11-12	Pittsburgh International Race Complex, Wampum, PA
9/9	Summit Point Motorsports Park, Summit Point, WV
10/20	Barber Motorsports Park, Birmingham, AL

For additional info, call (770) 720-720-5010, FAX (770) 720-5015, wera@wera.com, www.wera.com.

NATIONAL SERIES (NON-U.S.)

(mi-bike Motorcycle Insurance) Australian Superbike Championship

3/24-25	Sydney MotorSport Park, Eastern Creek, New South Wales*
4/28-30	Queensland Raceway, Queensland
6/16-18	Hidden Valley Raceway, Northern Territory
10/27-29	Phillip Island Grand Prix Circuit, Phillip Island, Victoria
12/1-3	The Bend Motorsport Park, South Australia

*Night Race

For additional info, call (03) 9684 0500, roadrace@ma.org.au, www.asbk.com.au.

(Bennetts) British Superbike Championship

4/7-9	Silverstone (National Circuit), Northamptonshire
4/29-5/1	Oulton Park, Cheshire
5/19-21	Donington Park (National Circuit), Donington
6/16-18	Knockhill Circuit, Fife, Scotland
7/7-9	Snetterton 300, Norfolk
7/21-23	Brands Hatch (GP Circuit), Kent
8/11-13	Thruxton Circuit, Hamptonshire
8/26-28	Cadwell Park, Lincolnshire
9/15-17	Oulton Park, Cheshire
9/29-10/1	Donington Park (GP Circuit), Donington
10/13-15	Brands Hatch (GP Circuit), Kent

For additional info, visit www.britishsuperbike.com.

(Bridgestone) Canadian Superbike Championship

5/19-21	Shannonville Motorsport Park, Belleville, ON
6/8-11	Grand Bend Motorplex, Grand Bend, ON
7/20-23	Atlantic Motorsport Park, Mill Village, NS*
8/18-20	Canadian Tire Motorsport Park, Bowmanville, ON**
9/15-17	Shannonville Motorsport Park, Belleville, ON

*=two races for all classes, **=two races for all support classes, and three Superbike races

For additional info, call (647) 618-8289, info@csbk.ca, www.csbk.ca.

CIV Italian Championship Series

4/15-16	Misano World Circuit Marco Simoncelli, Misano, San Marino
5/13-14	Autodromo del Mugello, Scarperia, Italy
6/17-18	Autodromo Vallelunga, Campagnano di Roma, Italy
7/29-30	Misano World Circuit Marco Simoncelli, Misano, San Marino
9/2-3	Autodromo del Mugello, Scarperia, Italy
10/7-8	Autodromo Internazionale Enzo e Dino Ferrari di Imola, Imola, Italy

For additional info, visit www.civ.tv.

FIM JuniorGP Series

5/6-7	Circuito do Estoril, Estoril, Portugal
5/20-21	Ricardo Tormo Circuit, Valencia, Spain
6/3-4	Circuito de Jerez, Jerez de la Frontera, Spain
7/1-2	Autodromo Internacional do Algarve, Portimao, Portugal
7/15-16	Circuit de Barcelona-Catalunya, Barcelona, Spain
10/7-8	MotorLand Aragon, Alcaniz, Spain
11/4-5	Ricardo Tormo Circuit, Valencia, Spain

For additional info, visit www.fimcevrepsol.com.

French Superbike Championship

3/24-26	Bugatti Circuit, Le Mans, France
4/28-30	Circuit Paul Armagnac, Nogaro, France
5/26-28	Circuit of Ledenon, Ledenon, France
6/30-7/2	Circuit de Nevers Magny-Cours, Magny-Cours, France
7/14-16	Circuit Pau Arnos, Armos, France
8/25-27	Circuit Carole, Trembley-en-France
9/29-10/1	Circuit Paul Ricard, Le Castellet, France

For additional info, visit www.fsbk.fr.

IDM (German) Superbike Series

5/12-14	Sachsenring, Hohenstein-Ernstthal, Germany
6/2-4	Oschersleben, Motorsport Arena, Oschersleben, Germany
6/23-25	Autodrom Most, Most-Sous, Czech Republic
7/21-23	Schleizer Drieck, Schleiz, Germany
8/4-6	Red Bull Ring, Spielberg, Austria
9/1-3	TT Circuit Assen, Assen, Netherlands
9/22-24	Hockenheimring, Hockenheim, Germany

For additional info, call 49-711-182-1850, idm@actionteam.de, www.idm.de.

MFJ Superbike All-Japan Road Race Championship

4/1-2	Mobility Resort Motegi, Motegi
4/22-23	Suzuka Circuit, Suzuka City, Mie
5/20-21	Sportsland Sugo, Murata, Miyagi
6/18	Tsukuba Circuit, Shimotsuma, Ibaraki
8/19-20	Mobility Resort Motegi, Motegi
9/2-3	Autopolis Circuit, Kamitsue, Oita
9/23-24	Okayama International Circuit, Mimasaka, Okayama
10/14-15	Suzuka Circuit, Suzuka City, Mie

For additional info, http://superbike.jp.

CLUB RACING SERIES
(U.S./Canada)

AFM Series

4/22-23	Buttonwillow Raceway Park, Buttonwillow, CA
5/20-21	Thunderhill Raceway Park, Willows, CA
6/17-18	Thunderhill Raceway Park, Willows, CA
9/23-24	Thunderhill Raceway Park, Willows, CA
10/TBD	Buttonwillow Raceway Park (New Track), Buttonwillow, CA
TBD	WeatherTech Raceway Laguna Seca, Monterey, CA

TBD=To Be Determined

For additional info, call (510) 833-RACE, afm@afmracing.org, www.afmracing.org.

Alaska Motorcycle Road Racing Series

5/20-21	Tanacross Race Course, Tok, AK
6/2-3	Tanacross Race Course, Tok, AK
6/23-24	Tanacross Race Course, Tok, AK
7/15-16	Tanacross Race Course, Tok, AK
8/5-6	Tanacross Race Course, Tok, AK

For additional info, call (907) 727-1191, colinroth@alaskan.com.

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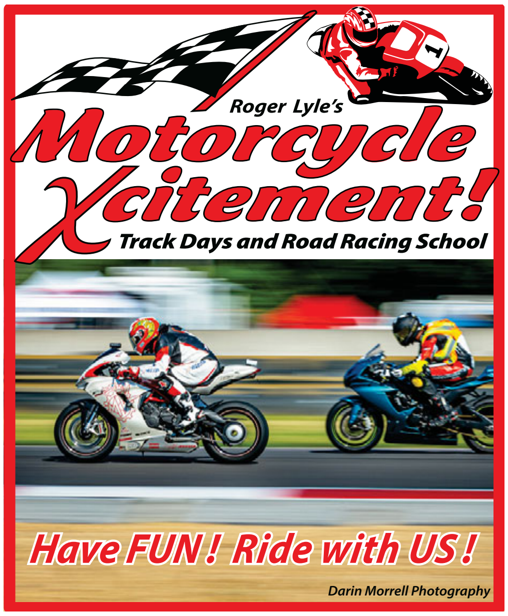
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PHOTO BY: MARTIN HANLON

ASMA Series

4/1-2	Arroyo Seco Raceway (CCW), Deming, NM
5/6-7	Arroyo Seco Raceway (CW), Deming, NM
6/10-11	Arroyo Seco Raceway (CCW), Deming, NM
7/15-16	Sandia Speedway, Albuquerque, NM*
9/16-17	The Podium Club at Attesa, Casa Grande, AZ
10/14-15	Arroyo Seco Raceway (CW), Deming, NM
11/11-12	Arroyo Seco Raceway (CCW), Deming, NM*

* Round of the North/South Challenge between ASMA and SMRI
CW=Clockwise, CCW=Counter-Clockwise
For additional info, call (979) 494-4794, roger@asmaracing.com, www.asmaracing.com.

CCS Atlantic Roadracing Championship Series

4/15-16	Carolina Motorsports Park, Kershaw, SC
4/29-30	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
5/6-7	Pittsburgh International Race Complex, Wampum, PA
5/27-29	Summit Point Motorsports Park (Main), Summit Point, WV
7/29-30	NCBike, Garysburg, NC
8/12-13	Summit Point Motorsports Park (Main), Summit Point, WV
9/2-3	New Jersey Motorsports Park (Thunderbolt), Millville, NJ

For additional info, call (725) 755-7550, support@asraracing.com, www.asraracing.com.

CCS Florida Atlantic Roadracing Championship Series

4/15-16	Carolina Motorsports Park, Kershaw, SC
7/8-9	Roebling Road Raceway, Bloomingdale, GA
8/5-6	Homestead-Miami Speedway, Homestead, FL
8/19-20	Roebling Road Raceway, Bloomingdale, GA
10/19-22	Daytona International Speedway, Daytona Beach, FL

For additional info, call (725) 755-7550, support@asraracing.com, www.asraracing.com.

CCS Mid-Atlantic Roadracing Championship Series

4/15-16	Carolina Motorsports Park, Kershaw, SC
5/6-7	Pittsburgh International Race Complex, Wampum, PA
5/27-29	Summit Point Motorsports Park (Main), Summit Point, WV
6/17-18	Summit Point Motorsports Park (Main), Summit Point, WV
7/1-2	New Jersey Motorsports Park, Millville, NJ
7/29-30	NCBike, Garysburg, NC
8/12-13	Summit Point Motorsports Park (Main), Summit Point, WV

For additional info, call (725) 755-7550, support@asraracing.com, www.asraracing.com.

CCS Mid-West Roadracing Championship Series

4/22-23	Autobahn Country Club, Joliet, IL
5/6-7	Pittsburgh International Race Complex, Wampum, PA
6/10-11	Blackhawk Farms Raceway, South Beloit, IL
7/15-16	Blackhawk Farms Raceway, South Beloit, IL
8/26-27	Autobahn Country Club, Joliet, IL
9/16-17	Blackhawk Farms Raceway, South Beloit, IL

For additional info, call (725) 755-7550, support@asraracing.com, www.asraracing.com.

CCS Southeast Roadracing Championship Series

4/15-16	Carolina Motorsports Park, Kershaw, SC
6/17-18	Summit Point Motorsports Park (Main), Summit Point, WV
7/8-9	Roebling Road Raceway, Bloomingdale, GA
7/29-30	NCBike, Garysburg, NC
8/19-20	Roebling Road Raceway, Bloomingdale, GA
9/30-10/1	NCBike, Garysburg, NC
10/19-22	Daytona International Speedway, Daytona Beach, FL

For additional info, call (725) 755-7550, support@asraracing.com, www.asraracing.com.

40th Annual CCS Race of Champions

10/19-22	Daytona International Speedway, Daytona Beach, FL

For additional info, call (725) 755-7550, support@asraracing.com, www.asraracing.com.

CMRA Series

3/31-4/2	Hallett Motor Racing Circuit, Hallett, OK
4/28-30	MSR Houston, Angleton, TX
5/26-28	Hallett Motor Racing Circuit, Hallett, OK
6/30-7/2	MotorSport Ranch, Cresson, TX
8/4-6	Eagles Canyon Raceway, Decatur, TX
8/25-27	MotorSport Ranch, Cresson, TX
9/29-10/1	Hallett Motor Racing Circuit, Hallett, OK
10/27-29	MSR Houston, Angleton, TX

For additional info, call (817) 570-9779, admin@cmraracing.com, www.cmraracing.com.

CRA (California Roadrace Association) Series

4/29-30	The Podium Club at Attesa, Casa Grande, AZ
6/TBA	Buttonwillow Raceway Park (New Track), Buttonwillow, CA
9/TBA	Buttonwillow Raceway Park (New Track), Buttonwillow, CA
10/TBA	Buttonwillow Raceway Park (New Track), Buttonwillow, CA

CW=Clockwise, CCW=Counter-Clockwise
For additional info, www.race-cra.com.

CRA (Central Roadracing Association) Series

5/5-7	Brainerd International Raceway (Competition Course), Brainerd, MN
6/9-11	Blackhawk Farms Raceway, S. Beloit, IL
6/30-7/2	Brainerd International Raceway (Competition Course), Brainerd, MN
8/11-13	Brainerd International Raceway (Competition Course), Brainerd, MN
9/1-3	Brainerd International Raceway (Competition Course), Brainerd, MN
9/22-24	Brainerd International Raceway (Competition Course), Brainerd, MN

For additional info, visit www.cra-mn.com.

Motogladiator Series

4/16	VIRginia International Raceway (Patriot), Alton, VA
4/17	VIRginia International Raceway (North), Alton, VA
5/20-21	NCBike, Garysburg, NC
6/11	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
6/12	Summit Point Motorsports Park (Main), Summit Point, WV
7/15-16	New Jersey Motorsports Park (Lightning), Millville, NJ
7/22-23	Carolina Motorsports Park, Kershaw, SC
8/12-13	NCBike, Garysburg, NC
9/17	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
9/18	Summit Point Motorsports Park (Main), Summit Point, WV
10/7-8	NCBike, Garysburg, NC

For additional info, call (908) 334-3653, paul@evolvegt.com, www.motogladiator.com.

MRA Series

4/7-8	High Plains Raceway (Full), Deer Trail, CO**
5/6-7	High Plains Raceway (Full), Deer Trail, CO
6/3-4	Pikes Peak International Raceway, Fountain, CO
6/24-25	High Plains Raceway (West), Deer Trail, CO
7/15-16	High Plains Raceway (Full), Deer Trail, CO*
7/29-30	Pueblo Motorsports Park, Pueblo, CO
8/26-27	High Plains Raceway (North), Deer Trail, CO
9/23-24	High Plains Raceway (Full), Deer Trail, CO

*=includes 4-hour endurance race , **=New Racers School
For additional info, visit www.mra-racing.org.

NEMRR Series

4/22-23	New Hampshire Motor Speedway, Loudon, NH
5/13-14	New Hampshire Motor Speedway, Loudon, NH
6/16-18	New Hampshire Motor Speedway, Loudon, NH
8/5-6	New Hampshire Motor Speedway, Loudon, NH
9/9-10	New Hampshire Motor Speedway, Loudon, NH
9/30-10/1	New Hampshire Motor Speedway, Loudon, NH

For additional info, call (603) 738-2190, admin@nemrr.com, nemrr.com.

OMRRA Series

5/5-7	Portland International Raceway, Portland, OR*
6/9-11	Portland International Raceway (w/chicane), Portland, OR*
6/16-18	Ridge Motorsports Park, Shelton, WA*
7/14-16	Portland International Raceway (w/chicane), Portland, OR*
9/15-17	Ridge Motorsports Park, Shelton, WA*

*shared event with WMRRA
For additional info, call (503) 841-6185, info@omrra.com, www.omrra.com.

PanAmerican Superbike Series

5/5-7	NOLA Motorsports Park, Avondale, LA
5/19-21	Carolina Motorsports Park, Kershaw, SC
6/17-18	Roebling Road Raceway, Bloomingdale, GA
7/1-2	Barber Motorsports Park, Birmingham, AL
7/29-30	Carolina Motorsports Park, Kershaw, SC
8/26-27	Roebling Road Raceway, Bloomingdale, GA
9/15-17	Talladega Gran Prix Raceway, Munford, AL

For additional info, call (954) 816-6321, info@panamsbk.com, www.panamsbk.com.

SMRI Series

5/113-14	Sandia Motorsports Park, Albuquerque, NM
6/17-18	Sandia Motorsports Park, Albuquerque, NM
7/15-16	Sandia Motorsports Park, Albuquerque, NM
8/12-13	Sandia Motorsports Park, Albuquerque, NM
9/16-17	Sandia Motorsports Park, Albuquerque, NM
10/21-22	Sandia Motorsports Park, Albuquerque, NM

For additional info, call/FAX (800) 647-5028, smri@smri-racing.org, www.smri-racing.org.

TrackAddix/Ducati Omaha Racing Series

4/23	Motorsports Park Hastings, Hastings, NE
5/14	Motorsports Park Hastings, Hastings, NE
6/25	Motorsports Park Hastings, Hastings, NE
7/23	Motorsports Park Hastings, Hastings, NE
8/20	Motorsports Park Hastings, Hastings, NE
9/24	Motorsports Park Hastings, Hastings, NE

For additional info, call (402) 235-1446, information@TrackAddix.com, www.TrackAddix.com.

UtahSBA Series

5/6	Utah Motorsports Campus (East), Grantsville, UT
5/27	Utah Motorsports Campus (West), Grantsville, UT
6/17	Utah Motorsports Campus (East), Grantsville, UT
7/8	Utah Motorsports Campus (West), Grantsville, UT
8/12	Utah Motorsports Campus (East), Grantsville, UT
8/13	Utah Motorsports Campus (West), Grantsville, UT
9/2	Utah Motorsports Campus (East), Grantsville, UT

For additional info, call (801) 690-9821, www.utahsba.com.

WERA Sportsman Series Atlantic Coastal Region

5/6-7	Roebling Road Raceway, Bloomingdale, GA – DH, RS
5/26-28	WERA Cycle Jam at Michelin Raceway Road Atlanta, Braselton, GA – DH, P, RS, V
6/10-11	Carolina Motorsports Park, Kershaw, SC
7/15-16	Roebling Road Raceway, Bloomingdale, GA
9/2-3	Michelin Raceway Road Atlanta, Braselton, GA - V
9/9-10	Summit Point Motorsports Park, Summit Point, WV – M, V

DH=Doubleheader Round, M=includes Minis, RS=includes New Racer School, V=Vintage
For additional info, call (770) 720-5010, FAX (770) 720-5015, wera@wera.com, www.wera.com.

WERA Sportsman Series Mid-Central Region

4/15-16	Talladega Gran Prix Raceway, Munford, AL – M, RS
5/26-28	WERA Cycle Jam at Michelin Raceway Road Atlanta, Braselton, GA – DH, RS, V
7/29-30	Barber Motorsports Park, Birmingham, AL – DH, M, RS, V
8/19-20	Talladega Gran Prix Raceway, Munford, AL – DH, M, RS, V
9/2-3	Michelin Raceway Road Atlanta, Braselton, GA – DH, V

DH=Doubleheader Round, M=includes Minis, RS=includes New Racer School
For additional info, call (770) 720-5010, FAX (770) 720-5015, wera@wera.com, www.wera.com.

WERA Sportsman Series North Central Region

5/6-7	Grattan Raceway Park, Belding, MI – DH, M, RS, V
6/10-11	Nelson Ledges Road Course, Garrettsville, OH – DH, M, RS, V
7/15-16	Grattan Raceway Park, Belding, MI – DH, M, RS, V
7/20-23	AMA Vintage Motorcycle Days at Mid-Ohio Sports Car Course, Lexington, OH – Limited Schedule, DH, V
8/11-13	Pittsburgh International Race Complex, Wampum, PA – M, V
9/30-10/1	Nelson Ledges Road Course, Garrettsville, OH – DH, M, RS, V

DH=Doubleheader Round, M=includes Minis, P=includes Practice Day, RS=includes New Racer School
For additional info, call (770) 720-5010, FAX (770) 720-5015, wera@wera.com, www.wera.com.

WERA Sportsman Series Southeast Region

4/15-16	Talladega Gran Prix Raceway, Munford, AL – M, RS
5/6-7	Roebling Road Raceway, Bloomingdale, GA – DH, M, RS
5/26-28	WERA Cycle Jam at Michelin Raceway Road Atlanta, Braselton, GA – DH, RS, V
6/10-11	Carolina Motorsports Park, Kershaw, SC
7/15-16	Roebling Road Raceway, Bloomingdale, GA – M
7/29-30	Barber Motorsports Park, Birmingham, AL – DH, M, RS, V
8/19-20	Talladega Gran Prix Raceway, Munford, AL – DH, M, RS, V
9/2-3	Michelin Raceway Road Atlanta, Braselton, GA – DH, V

DH=Doubleheader Round, M=includes Minis, P=includes Practice Day, RS=includes New Racer School
For additional info, call (770) 720-5010, FAX (770) 720-5015, wera@wera.com, www.wera.com.

50th WERA Grand Nationals Finals (GNF)

10/19-22	Barber Motorsports Park, Birmingham, AL - P

P=includes Practice Day
For additional info, call (770) 720-5010, FAX (770) 720-5015, wera@wera.com, www.wera.com.

WMRRA Series

5/5-7	Portland International Raceway, Portland, OR*
6/9-11	Portland International Raceway (w/chicane), Portland, OR*
6/16-18	Ridge Motorsports Park, Shelton, WA*
7/14-16	Portland International Raceway (w/chicane), Portland, OR*
9/1-4	Pacific Raceways, Kent, WA**
9/15-17	Ridge Motorsports Park, Shelton, WA*

*shared event with OMRRA, **endurance race on Monday
For additional info, visit www.wmrra.com.

USCRA Road Racing Series (Vintage)

5/22	New Hampshire Motor Speedway, Loudon, NH
6/10-11	New Hampshire Motor Speedway, Loudon, NH
6/13	Tower Hill Climb, Weirs Beach, Laconia, NH
7/8-9	Canaan Motor Club, Canaan, NH
8/12-13	Canaan Motor Club, Canaan, NH
9/4	New Hampshire Motor Speedway, Loudon, NH

For additional info, call (516) 851-7508, cemoto68@yahoo.com, www.race-uscra.com.

ARL Series (Canada)

5/27-28	Atlantic Motorsport Park, Mill Village, NS
6/17-18	Atlantic Motorsport Park, Mill Village, NS
7/8-9	Atlantic Motorsport Park, Mill Village, NS
8/12-13	Atlantic Motorsport Park, Mill Village, NS
9/9-10	Atlantic Motorsport Park, Mill Village, NS

For additional info, call (902) 221-8658, www.atlanticroadracing.com.

EMRA Series (Canada)

5/20-21	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB*
6/9-11	Rad Torque Raceway, Edmonton, CA**
7/14-16	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB**
8/12-13	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB
9/1-3	Rad Torque Raceway, Edmonton, CA**

*=Endurance Race, **=Doubleheader
For additional info, email info@emra.ca, www.emra.ca.

SOAR Series (Canada)

5/26-28	Grand Bend Motorplex, Grand Bend, ON
6/23-25	Grand Bend Motorplex, Grand Bend, ON
7/28-30	Grand Bend Motorplex, Grand Bend, ON
8/25-27	Grand Bend Motorplex, Grand Bend, ON
9/8-10	Grand Bend Motorplex, Grand Bend, ON
9/29-10/1	Grand Bend Motorplex, Grand Bend, ON

For additional info, email info@soaracing.ca, www.soaracing.ca.

WMRC Series (Canada)

7/15-16	Mission Raceway Park, Mission, BC
8/12-13	Mission Raceway Park, Mission, BC
9/2-4	Mission Raceway Park, Mission, BC
10/14-15	Mission Raceway Park, Mission, BC

For additional info, email wmrcpromotions@gmail.com, www.wmrc.ca.

MINI RACING SERIES

2WTD Mini Racing (Minis)

4/8	Horsethief Mile, Rosamond, CA
5/21	Adams Motorsports Park, Riverside, CA
10/14	Horsethief Mile, Rosamond, CA
11/18	Apex Racing Center, Perris, CA

For additional info, call (619) 913-0071 or (619) 882-4585, www.2wheelstrackdays.com.

Central Illinois Mini Moto Series (Minis)

4/22	Mid-State Kart Club, Mechanicsburg, IL
5/6	Mid-State Kart Club, Mechanicsburg, IL
6/4	Mid-State Kart Club, Mechanicsburg, IL
6/24-25	Mid-State Kart Club, Mechanicsburg, IL**
7/15	Mid-State Kart Club, Mechanicsburg, IL
8/20	Mid-State Kart Club, Mechanicsburg, IL
9/17	Mid-State Kart Club, Mechanicsburg, IL
10/8	Mid-State Kart Club, Mechanicsburg, IL*

*=endurance race, **=doubleheader
For additional info, call (217) 454-7697, centralillinoisminimoto@gmail.com, www.centralillinoisminimoto.com.

FIM MiniGP Canada Series

5/13-14	Lombardy Raceway Karting, Lombardy, ON
6/24-25	Greg Moore Raceway, Chilliwack, BC
7/1-2	Strathmore Motorsports Park, Strathmore, AB
7/29-30	Lombardy Raceway Karting, Lombardy, ON
8/5-6	Lombardy Raceway Karting, Lombardy, ON
9/15-16	Shannonville Motorsport Park, Shannonville, ON

For additional info, call (416) 629-8989, info@minisbk.ca, www.supersonicschool.com.

Canadian Mini Superbike Championship Series (CMSBK) (Minis)

5/13-14	Lombardy RacewayKarting, Lombardy, ON
7/29-30	Lombardy RacewayKarting, Lombardy, ON
8/5-6	Lombardy Raceway Karting, Lombardy, ON
10/8	Lombardy Raceway Karting, Lombardy, ON*

*=endurance race
For additional info, call (416) 629-8989, info@minisbk.ca, www.supersonicschool.com.

MotoAmerica Mini Cup by Motul Series (Minis)

5/5-6	Carolina Motorsports Park, Kershaw, SC*
5/19-20	Barber Motorsports Park, Birmingham, AL
6/2-3	Road America, Elkhart Lake, WI
7/15-16	New Jersey Motorsports Park, Millville, NJ*
8/18-19	Pittsburgh International Race Complex, Wampum, PA
9/22-23	New Jersey Motorsports Park, Millville, NJ

*=standalone event
For additional info, call (714) 242-5954, info@motoamerica.com, www.motoamerica.com.

NJMiniGP Series (Minis)

6/10	New Jersey Motorsports Park (Liberator), Millville, NJ – S
6/24-25	New Jersey Motorsports Park (Avenger), Millville, NJ – P, S
7/22-23	New Jersey Motorsports Park (Liberator), Millville, NJ – P, S
8/5-6	New Jersey Motorsports Park (Avenger), Millville, NJ – P, S
8/26-27	New York Race Complex, Morrisontown, NY – P, S
10/7-8	New Jersey Motorsports Park (Liberator), Millville, NJ – S, E

P=Practice Day, S=Sprint racing, E=Endurance racing
For additional info, visit www.njminigp.com.

NorthWest Mini Moto & Endurance Challenge (Minis)

5/12-13	Tri City Kart Club, Richland, WA
6/3-4	Mac Track, McMinnville, OR
8/19-20	Mac Track, McMinnville, OR
9/2-3	Mac Track, McMinnville, OR

For additional info, email nwminimoto@gmail.com, www.northwestminimoto.com.

Sandy Hook Mini Moto Road Race Series (Minis)

4/1	Sandy Hook Speedway, Street, MD
4/29	Sandy Hook Speedway, Street, MD
5/20	Sandy Hook Speedway, Street, MD
6/3	Sandy Hook Speedway, Street, MD*
6/24	Sandy Hook Speedway, Street, MD
7/8	Sandy Hook Speedway, Street, MD
7/29	Sandy Hook Speedway, Street, MD
8/12	Sandy Hook Speedway, Street, MD
9/30-10/1	Sandy Hook Speedway, Street, MD
10/14	Sandy Hook Speedway, Street, MD*
10/28	Sandy Hook Speedway, Street, MD
11/4	Sandy Hook Speedway, Street, MD

*=Sandy Hook 200/100/50 endurance races
For additional info, call (717) 615-1820, info@sandyhookspeedway.com, www.sandyhookspeedway.com.

South Florida MiniGP Series (Minis)

4/1-2	Bushnell Motorsports Park, Bushnell, FL – P, S
5/27-28	Anderson Racepark, Palmetto, FL – P, S
7/28-29	Carolina Motorsports Park, Kershaw, SC – P, S
9/2-3	Andersen Racepark, Palmetto, FL – P, S
10/7-8	Herrin Compound, Dublin GA – P, S
11/4-5	Bushnell Motorsports Park, Bushnell, FL – P, S

C=Camp, P=Practice Day, S=Sprint Racing
For additional info, call (954) 552-1355, info@sflminigp.com, www.sflminigp.com.

Southeast Mini Moto Series (Minis)

4/1	MidPond Raceway & Events Complex, Columbiana, AL
5/13	Twin Fountains Raceway, Bell Buckle, TN

6/9-11	Barber Motorsports Park, Birmingham, AL
7/1	Twin Fountains Raceway, Bell Buckle, TN
8/26	Lamar County Speedway, Barnesville, GA
9/30	MidPond Raceway & Events Complex, Columbiana, AL
10/7	Lamar County Speedway, Barnesville, GA
11/18	Lamar County Speedway, Barnesville, GA

For additional info, call (770) 468-4595, SEMiniMoto@gmail.com.

SCHOOLS/ TRACK DAYS (U.S.)

2Fast Motorcycle Track Days & Instruction

4/24	Ridge Motorsports Park, Shelton, WA
5/5	Portland International Raceway, Portland, OR
5/11	Pacific Raceways, Kent, WA
5/15	Ridge Motorsports Park, Shelton, WA
6/1	Pacific Raceways, Kent, WA
6/5-6	Ridge Motorsports Park, Shelton, WA
6/9	Portland International Raceway, Portland, OR
6/29	Ridge Motorsports Park, Shelton, WA
7/7	Pacific Raceways, Kent, WA
7/9	Ridge Motorsports Park, Shelton, WA
7/14	Portland International Raceway, Portland, OR
7/22-23	Oregon Raceway Park, Grass Valley, OR
7/26	Ridge Motorsports Park, Shelton, WA
8/19-20	Oregon Raceway Park, Grass Valley, OR
8/24	Pacific Raceways, Kent, WA
8/26-27	Oregon Raceway Park, Grass Valley, OR
8/28-29	Ridge Motorsports Park, Shelton, WA
9/22-23	Ridge Motorsports Park, Shelton, WA
9/1	Pacific Raceways, Kent, WA
9/21	Pacific Raceways, Kent, WA

For additional info, call (425) 877-8776, 2fast.trackdays@gmail.com, www.2-fast.org.

2 Wheels Track Days

4/28	Chuckwalla Valley Raceway, Desert Center, CA
6/23	Willow Springs International Raceway, Rosamond, CA
6/24-25	Streets of Willow, Rosamond, CA
7/8	Willow Springs International Raceway, Rosamond, CA
8/25-26	Streets of Willow, Rosamond, CA
9/16	Chuckwalla Valley Raceway, Desert Center, CA
10/13	Streets of Willow, Rosamond, CA
11/10	Willow Springs International Raceway, Rosamond, CA
11/11-12	Streets of Willow, Rosamond, CA
12/1	Chuckwalla Valley Raceway, Desert Center, CA

For additional info, call (619) 913-0071 or (619) 882-4585, www.2wheelstrackdays.com.

AHRMA Academy of Roadracing, Track Days & Ed Bargy Advanced Track Riding Technique Workshop

5/26	Heartland Motorsports Park, Topeka, KS – A, EB
6/2	Motorsports Park Hastings, Hastings, NE – A, EB
6/23	New Jersey Motorsports Park, Millville, NJ – A, EB
7/14	WeatherTech Raceway Laguna Seca, Monterey, CA - A
7/28	Gingerman Raceway, South Haven, MI - A
8/4	Blackhawk Farms Raceway, South Beloit, IL – A, EB
9/8	Talladega Gran Prix Raceway, Munford, AL – A, EB

A = Academy, EB = Ed Bargy Workshop, TD = Track Day
For additional info, visit www.ahrma.org/contact.

Alaska Motorcycle Track Days

5/20-21	Tanacross Race Course, Tok, AK
6/2-3	Tanacross Race Course, Tok, AK
6/23-24	Tanacross Race Course, Tok, AK
7/15-16	Tanacross Race Course, Tok, AK
8/5-6	Tanacross Race Course, Tok, AK

For additional info, call (907) 727-1191, colinroth@alaskan.com.

Apex Assassins Track Days

3/24	Chuckwalla Valley Raceway, Desert Center, CA
4/14	Chuckwalla Valley Raceway, Desert Center, CA
4/22-23	Las Vegas Motor Speedway, Las Vegas, NV
6/3-4	Chuckwalla Valley Raceway, Desert Center, CA
9/23-24	Las Vegas Motor Speedway, Las Vegas, NV

For additional info, call (702) 858-3068, support@apexassassins.com, www.apexassassins.com.

Apex Track Days

4/15	Utah Motorsports Campus (West), Grantsville, UT
5/5	Utah Motorsports Campus (East), Grantsville, UT
5/26	Utah Motorsports Campus (West), Grantsville, UT
6/16	Utah Motorsports Campus (East), Grantsville, UT
7/7	Utah Motorsports Campus (West), Grantsville, UT
8/11	Utah Motorsports Campus (Perimeter), Grantsville, UT
9/1	Utah Motorsports Campus (East), Grantsville, UT
10/7	Utah Motorsports Campus (West), Grantsville, UT

For additional info, call (413) 650-APEX (2739), info@apextrackdays.com, www.apextrackdays.com.

Aprilia Racers Days Track Day/Demo Program

4/17	Circuit of The Americas, Austin, TX
4/24	Michelin Raceway Road Atlanta, Braselton, GA
5/8	Pittsburgh International Race Complex, Wampum, PA
6/12	Autobahn Country Club, Joliet, IL
6/26	Ridge Motorsports Park, Shelton, WA
7/17	WeatherTech Raceway Laguna Seca, Monterey, CA
9/18	Shannonville Motorsport Park, Shannonville, CA
9/25	New Jersey Motorsport Park, Millville, NJ

For additional info, visit https://storeusa.aprilia.com, www.aprilia.com.

Brake Free Track Time Track Days

4/1-2	The Podium Club at Attesa, Casa Grande, AZ
4/30	Arizona Motorsports Park, Litchfield Park, AZ
5/21	Arizona Motorsports Park, Litchfield Park, AZ
6/4	Arizona Motorsports Park, Litchfield Park, AZ

For additional info, call (602) 758-5735, brakefreetracktime.com/

California Superbike School

3/31-4/1	Las Vegas Motor Speedway, Las Vegas, NV **
4/2-3	Las Vegas Motor Speedway, Las Vegas, NV **
4/6-7	Streets of Willow, Rosamond, CA **
4/8-9	Streets of Willow, Rosamond, CA
4/15-16	Thunderhill Raceway Park, Willows, CA
5/1-2	VIRginia International Raceway, Alton, VA
5/3-4	VIRginia International Raceway, Alton, VA **
5/8-9	New Jersey Motorsports Park, Millville, NJ
5/10-11	New Jersey Motorsports Park, Millville, NJ **
5/12	New Jersey Motorsports Park, Millville, NJ
5/22-23	NCM Motorsports Park, Bowling Green, KY
5/26-27	Barber Motorsports Park, Birmingham, AL **
5/28-29	Barber Motorsports Park, Birmingham, AL
5/30-31	Barber Motorsports Park, Birmingham, AL **
6/10-11	Streets of Willow, Rosamond, CA
6/12-13	Streets of Willow, Rosamond, CA **
7/5-6	Sonoma Raceway, Sonoma, CA**
7/10-11	Ridge Motorsports Park, Shelton, WA
7/12-13	Ridge Motorsports Park, Shelton, WA **
7/14-15	Ridge Motorsports Park, Shelton, WA
7/22	Barber Motorsports Park, Birmingham, AL
7/23-24	Barber Motorsports Park, Birmingham, AL **
7/31-8/1	VIRginia International Raceway, Alton, VA
8/2-3	VIRginia International Raceway, Alton, VA **
8/7-8	Pittsburgh International Race Complex, Wampum, PA
8/9-10	Pittsburgh International Race Complex, Wampum, PA **
8/14-15	New Jersey Motorsports Park, Millville, NJ
8/16-17	New Jersey Motorsports Park, Millville, NJ **
8/21-22	Ridge Motorsports Park, Shelton, WA
8/23-24	Ridge Motorsports Park, Shelton, WA **
9/16-17	Streets of Willow, Rosamond, CA
9/18-19	Streets of Willow, Rosamond, CA **
9/23-24	Thunderhill Raceway Park, Willows, CA
9/25-26	Sonoma Raceway, Sonoma, CA**
9/29-30	Las Vegas Motor Speedway, Las Vegas, NV **
10/1-2	Las Vegas Motor Speedway, Las Vegas, NV **
10/21-22	Streets of Willow, Rosamond, CA
10/23-24	Streets of Willow, Rosamond, CA – R
11/25-26	Las Vegas Motor Speedway, Las Vegas, NV **

**=Two-Day Camp, R=Code RACE Program
For additional info, call (800) 530-3350 or (323) 224-2734, registration@superbikeschool.com, www.superbikeschool.com.

Carters@thetrack Track Days

3/25-26	Thunderhill Raceway Park (East), Willows, CA
4/8-9	Thunderhill Raceway Park (West), Willows, CA
4/17-18	Thunderhill Raceway Park (East), Willows, CA*
6/5-6	Thunderhill Raceway Park (East), Willows, CA**
7/8-9	Thunderhill Raceway Park (East), Willows, CA
7/22-23	Thunderhill Raceway Park (East), Willows, CA
8/12-13	Thunderhill Raceway Park (East), Willows, CA
9/2-3	Thunderhill Raceway Park (East), Willows, CA
9/22	Thunderhill Raceway Park (East), Willows, CA
9/30-10/1	Thunderhill Raceway Park (East), Willows, CA
10/2-3	Thunderhill Raceway Park (East), Willows, CA*
11/4-5	Buttonwillow Raceway Park, Buttonwillow, CA

*=Novice School, **=Pro School
For additional info, call (707) 367-5697, carters@thetrack.biz, www.cartersatthetrack.com.

CLASS Motorcycle School with 3x AMA Superbike Champion Reg Pridmore

4/17-18	Streets of Willow, Rosamond, CA**
5/7	Streets of Willow, Rosamond, CA
5/8	Streets of Willow, Rosamond, CA*
10/19-20	Streets of Willow, Rosamond, CA**

*= Motor Officer Advanced Training, **D-Day event
For additional info, call (805) 933-9936, info@classrides.com, www.classrides.com.

Classic Track Day

4/15	Willow Springs International Raceway, Rosamond, CA
11/12	Streets of Willow, Rosamond, CA
12/3	Willow Springs International Raceway, Rosamond, CA

For additional info, call (310) 980-7129, info@bradywalker.com, www.classictrackday.com.

Ed Bargy Advanced Riding and Racing School

5/5	Roebling Road Raceway, Bloomingdale, GA
9/23	Roebling Road Raceway, Bloomingdale, GA
11/18	Roebling Road Raceway, Bloomingdale, GA
12/16	Roebling Road Raceway, Bloomingdale, GA

For additional info, call (404) 683-6071, ebrs@edbargy.com, www.edbargy.net.

Evolve GT School and Track Days

4/1-2	NCBIKE, Garysburg, NC
4/7-8	Summit Point Motorsports Park (Main), Summit Point, WV
4/14	Carolina Motorsports Park, Kershaw, SC
4/16	VIRginia International Raceway (Patriot), Alton, VA
4/17	VIRginia International Raceway (North), Alton, VA
4/21	Autobahn Country Club, Joliet, IL
4/22-23	Atlanta Motorsports Park, Dawsonville, GA
4/22-23	NCBIKE, Garysburg, NC
4/22-23	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
5/5	Pittsburgh International Race Complex, Wampum, PA
5/14-15	Summit Point Motorsports Park (Main), Summit Point, WV
5/20-21	NCBIKE, Garysburg, NC
5/20-21	Polecat Training Center, Fayetteville, TN
6/3-4	Atlanta Motorsports Park, Dawsonville, GA
6/3-4	Pineview Run Auto & Country Club, LaFayette, NY
6/9	Blackhawk Farms Raceway, S. Beloit, IL
6/11	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
6/12	Summit Point Motorsports Park (Main), Summit Point, WV
6/12	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
6/16-18	NCBIKE, Garysburg, NC
6/17	Summit Point Motorsports Park (Jefferson), Summit Point, WV
6/23-25	Roebling Road Raceway, Bloomingdale, GA
6/24-25	Pocono Raceway, Long Pond, PA
6/26	Summit Point Motorsports Park (Main), Summit Point, WV
6/26	VIRginia International Raceway (North), Alton, VA
7/1-2	Atlanta Motorsports Park, Dawsonville, GA
7/7	Roebling Road Raceway, Bloomingdale, GA
7/8-9	Pineview Run Auto & Country Club, LaFayette, NY
7/8-9	Polecat Training Center, Fayetteville, TN
7/14	Blackhawk Farms Raceway, S. Beloit, IL
7/15-16	NCBIKE, Garysburg, NC
7/15-16	New Jersey Motorsports Park (Lightning), Millville, NJ
7/16	VIRginia International Raceway (Patriot), Alton, VA
7/17	VIRginia International Raceway (North), Alton, VA
7/22-23	Carolina Motorsports Park, Kershaw, SC
7/23	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
7/24	Summit Point Motorsports Park (Main), Summit Point, WV
7/28	NCBIKE, Garysburg, NC
7/29-30	Pineview Run Auto & Country Club, LaFayette, NY
8/4-6	Pittsburgh International Race Complex, Wampum, PA
8/12-13	NCBIKE, Garysburg, NC
8/18	Roebling Road Raceway, Bloomingdale, GA
8/19-20	Pineview Run Auto & Country Club, LaFayette, NY
8/26-27	Polecat Training Center, Fayetteville, TN
9/2-3	Atlanta Motorsports Park, Dawsonville, GA
9/2-3	NCBIKE, Garysburg, NC
9/10-11	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
9/15	Blackhawk Farms Raceway, S. Beloit, IL
9/16-17	Pineview Run Auto & Country Club, LaFayette, NY
9/17	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
9/18	Summit Point Motorsports Park (Main), Summit Point, WV
9/29	NCBIKE, Garysburg, NC
9/30-10/1	Atlanta Motorsports Park, Dawsonville, GA
10/7-8	NCBIKE, Garysburg, NC
10/8	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
10/9	Summit Point Motorsports Park (Main), Summit Point, WV
10/14-15	Pittsburgh International Race Complex, Wampum, PA
10/14-15	Polecat Training Center, Fayetteville, TN
10/19	Daytona International Speedway, Daytona Beach, FL*
11/4-5	NCBIKE, Garysburg, NC

*=Team Hammer Advanced Riding School
For additional info, call (702) 602-2770, support@evolvegt.com, www.evolvegt.com.

Fast Line Track Days

4/29-30	NCM Motorsports Park, Bowling Green, KY
5/20-21	Putnam Park Road Course, Mt. Meridian, IN
6/17-18	Putnam Park Road Course, Mt. Meridian, IN
6/24-25	NCM Motorsports Park, Bowling Green, KY
7/8-9	Putnam Park Road Course, Mt. Meridian, IN
9/2-3	NCM Motorsports Park, Bowling Green, KY

For additional info, call (513) 328-4637, info@fastlinetrackdays.com, fastlinetrackdays.com.

Fastrack Riders Academy & Apex Club Track Days & School

3/25-26	Las Vegas Motor Speedway, Las Vegas, NV
4/24	Buttonwillow Raceway Park, Buttonwillow, CA
5/22	Buttonwillow Raceway Park, Buttonwillow, CA
10/7-8	Las Vegas Motor Speedway, Las Vegas, NV

For additional info, call (877) 560-2233, info@fastrackriders.com, www.fastrackriders.com

Fasttrax Motorcycle Performance Track Days

4/29-30	Nelson Ledges Road Course, Garrettsville, OH
5/27-28	Nelson Ledges Road Course, Garrettsville, OH
6/16	Nelson Ledges Road Course, Garrettsville, OH
7/1-2	Nelson Ledges Road Course, Garrettsville, OH
8/5-6	Nelson Ledges Road Course, Garrettsville, OH
9/23-24	Nelson Ledges Road Course, Garrettsville, OH
9/29	Nelson Ledges Road Course, Garrettsville, OH
10/14-15	Nelson Ledges Road Course, Garrettsville, OH

For additional info, call (330) 977-0111, fredwolfe917@gmail.com.

Fishtail Riding School

5/8	Palmer Motorsports Park, Palmer, MA
5/20-21	Canaan Motor Club, Canaan, NH
6/12-13	Club Motorsports, Tamworth, NH
6/14	Club Motorsports, Tamworth, NH*
7/22-23	Canaan Motor Club, Canaan, NH
8/7-8	Club Motorsports, Tamworth, NH
8/21	Palmer Motorsports Park, Palmer, MA
9/11	Palmer Motorsports Park, Palmer, MA
9/25-26	Club Motorsports, Tamworth, NH

*=motorcycle police only
For additional info, call (603) 397-7798, timhafner@comcast.net, www.fishtailridingschool.com.

Florida Trackdays

4/9	Homestead-Miami Speedway, Homestead, FL
6/11	Homestead-Miami Speedway, Homestead, FL
6/25	Homestead-Miami Speedway, Homestead, FL
7/16	Homestead-Miami Speedway, Homestead, FL
7/23	Homestead-Miami Speedway, Homestead, FL
8/20	Homestead-Miami Speedway, Homestead, FL
9/24	Homestead-Miami Speedway, Homestead, FL
10/29	Homestead-Miami Speedway, Homestead, FL
11/12	Homestead-Miami Speedway, Homestead, FL
12/10	Homestead-Miami Speedway, Homestead, FL

For additional info, call (855) 358-7225, info@floridatrackdays.com, www.floridatrackdays.com.

Fun Track Dayz

4/2	Thunderhill Raceway Park (West), Willows, CA
4/14	Thunderhill Raceway Park (West), Willows, CA
5/15	Sonoma Raceway, Sonoma, CA
6/12	Thunderhill Raceway Park (East), Willows, CA
6/26	Thunderhill Raceway Park (East), Willows, CA
7/7-8	Thunderhill Raceway Park (West), Willows, CA
7/22-23	WeatherTech Raceway Laguna Seca, Monterey, CA
8/5-6	Thunderhill Raceway Park (West), Willows, CA
9/25	Thunderhill Raceway Park (5-mile), Willows, CA
10/7-8	Thunderhill Raceway Park (West), Willows, CA
11/4-5	Thunderhill Raceway Park (West), Willows, CA

For additional info, call (707) 246-7213, info@funtrackdayz.com, www.funtrackdayz.com.

HART Rider Training/Motorcycle Lapping Days

4/8-9	Hallett Motor Racing Circuit, Hallett, OK
5/14-15	Hallett Motor Racing Circuit, Hallett, OK
6/18-19	Hallett Motor Racing Circuit, Hallett, OK
7/8-9	Hallett Motor Racing Circuit, Hallett, OK
8/5-6	Hallett Motor Racing Circuit, Hallett, OK
8/26-27	Hallett Motor Racing Circuit, Hallett, OK

For additional info, call (918) 356-4814, www.hallettracing.net

HER Track Day Track Days

4/30	Streets of Willow, Rosamond, CA
10/1	Willow Springs International Raceway, Rosamond, CA

For additional info, call (949) 306-8075, info@hertrackdays.com, facebook.com/HERtrackdays

Inde Motorsports Ranch (IMR) Riders Club Track Days

9/16-17	Inde Motorsports Ranch, Willcox, AZ
10/14-15	Inde Motorsports Ranch, Willcox, AZ

For additional info, call (520) 907-3833, IMRridersclub@gmail.com, IMRridersclub.com.

Jennings GP Track Days & Novice Schools

4/1-3	Jennings GP, Jennings, FL
4/22-24	Jennings GP, Jennings, FL
5/5	Jennings GP, Jennings, FL*
5/6-8	Jennings GP, Jennings, FL
5/19	Jennings GP, Jennings, FL*
5/21-23	Jennings GP, Jennings, FL

*=Novice School
For additional info, call (386) 938-1110, info@jenningsgp.com, www.jenningsgp.com.

John Long's Longevity Racing School

4/9	Homestead-Miami Speedway, Homestead, FL
6/11	Homestead-Miami Speedway, Homestead, FL
6/25	Homestead-Miami Speedway, Homestead, FL
7/16	Homestead-Miami Speedway, Homestead, FL
7/23	Homestead-Miami Speedway, Homestead, FL
8/20	Homestead-Miami Speedway, Homestead, FL
9/24	Homestead-Miami Speedway, Homestead, FL
10/29	Homestead-Miami Speedway, Homestead, FL
11/12	Homestead-Miami Speedway, Homestead, FL
12/10	Homestead-Miami Speedway, Homestead, FL

For additional info, call (305) 325-0775 or (305) 388-1939, motomecca@comcast.net, www.longevityracing.com.

JP43 Training School

3/22-23	Chuckwalla Valley Raceway, Desert Center, CA
4/7	Chuckwalla Valley Raceway, Desert Center, CA *
4/8-10	Chuckwalla Valley Raceway, Desert Center, CA
4/12-13	Chuckwalla Valley Raceway, Desert Center, CA
5/8	Buttonwillow Raceway Park, Buttonwillow, CA
5/13-15	Chuckwalla Valley Raceway, Desert Center, CA
5/28-29	Buttonwillow Raceway Park, Buttonwillow, CA

*JP43 Fridays
For additional info, email info@jp43training.com, www.jp43training.com.

Legion Moto Trackdays

5/13	Pikes Peak International Raceway, Fountain, CO
6/2	Utah Motorsports Campus, Grantsville, UT
6/11	Pueblo Motorsports Park, Pueblo, CO
7/2-3	Utah Motorsports Campus, Grantsville, UT
7/29	Pueblo Motorsports Park, Pueblo, CO
8/12	Pueblo Motorsports Park, Pueblo, CO
8/26-27	Heartland Motorsports Park, Topeka, KS
9/16-17	Pueblo Motorsports Park, Pueblo, CO
10/7	Pikes Peak International Raceway, Fountain, CO

For additional info, call (303) 257-0857, info@legionmototrackdays.com, www.legionmototrackdays.com.

Let's Ride Track Days

3/26-27	Buttonwillow Raceway Park, Buttonwillow, CA
4/10	Buttonwillow Raceway Park, Buttonwillow, CA
5/8	Buttonwillow Raceway Park, Buttonwillow, CA
5/28-29	Buttonwillow Raceway Park, Buttonwillow, CA
6/17-18	Buttonwillow Raceway Park, Buttonwillow, CA
9/3-4	Buttonwillow Raceway Park, Buttonwillow, CA
10/9	Buttonwillow Raceway Park, Buttonwillow, CA
11/6	Buttonwillow Raceway Park, Buttonwillow, CA

For additional info, call (800) 482-8848, info@letsridetrackdays.com, www.letsridetrackdays.com.

MARRC Racing School and Track Days

5/26	Summit Point Motorsports Park (Main), Summit Point, WV
6/16	Summit Point Motorsports Park (Main), Summit Point, WV
8/11	Summit Point Motorsports Park (Main), Summit Point, WV

For additional info, call (571) 277-0892, rrsdirector@marrc.org, www.marrc.org.

MotoCorsa Track Days

6/20	Portland International Raceway, Portland, OR
7/2	Portland International Raceway, Portland, OR

7/30-31	Ridge Motorsports Park, Shelton, WA
8/27	Portland International Raceway, Portland, OR
9/18	Ridge Motorsports Park, Shelton, WA
10/1	Portland International Raceway, Portland, OR

For additional info, call (503) 292-7488, corsacafe@motocorsa.com, www.motocorsa.com.

Motovid.com All Levels Motorcycle Track Days/Performance Riding Clinics

5/3	Blackhawk Farms Raceway, S. Beloit, IL – TD
5/15	Blackhawk Farms Raceway, S. Beloit, IL - PRC
6/6	Road America, Elkhart Lake, WI - TD
7/17	Blackhawk Farms Raceway, S. Beloit, IL - PRC
7/23	Blackhawk Farms Raceway, S. Beloit, IL – TD
8/14	Road America Elkhart Lake, WI – TD
9/3-5	Blackhawk Farms Raceway, S. Beloit, IL – TD
9/11	Road America, Elkhart Lake, WI - TD
9/27	Blackhawk Farms Raceway, S. Beloit, IL – TD

PRC=Performance Riding Clinic, TD=Track Day

For additional info, visit www.motovid.com.

MRA New Racer School & Trackdays

4/7-8	High Plains Raceway (Full), Deer Trail, CO – S
6/3	Pikes Peak International Raceway, Fountain, CO – S, TD

S=New Racer School, TD=Trackday

For additional info, visit www.mra-racing.org.

N2 Track Days

4/22-23	Pittsburgh International Race Complex, Wampum, PA
4/29-30	NCBike, Garysburg, NC
4/30	New Jersey Motorsports Park (Lightning), Millville, NJ
5/1	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
5/1	Summit Point Motorsports Park (Main), Summit Point, WV
5/13-14	Pittsburgh International Race Complex, Wampum, PA
5/15	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
5/20-21	Roebling Road Raceway, Bloomingdale, GA
5/22	Summit Point Motorsports Park (Main), Summit Point, WV
5/25	Michelin Raceway Road Atlanta, Braselton, GA
6/3-4	Homestead-Miami Speedway, Homestead, FL
6/5	Summit Point Motorsports Park (Main), Summit Point, WV
6/9	Carolina Motorsports Park, Kershaw, SC**
6/16-18	Pittsburgh International Race Complex, Wampum, PA
6/24-25	NCBike, Garysburg, NC
7/1-2	Michelin Raceway Road Atlanta, Braselton, GA
7/3-4	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
7/8-9	Carolina Motorsports Park, Kershaw, SC
7/8-9	Pittsburgh International Race Complex, Wampum, PA
7/14	Roebling Road Raceway, Bloomingdale, GA**
7/22-23	NCBike, Garysburg, NC
7/24	New Jersey Motorsports Park (Lightning), Millville, NJ
8/5-6	Roebling Road Raceway, Bloomingdale, GA
8/6	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
8/7	Summit Point Motorsports Park (Main), Summit Point, WV
8/11	Pittsburgh International Race Complex, Wampum, PA**
8/26-27	Carolina Motorsports Park, Kershaw, SC
9/1	Michelin Raceway Road Atlanta, Braselton, GA
9/8	Summit Point Motorsports Park (Main), Summit Point, WV
9/16-17	NCBike, Garysburg, NC
10/2	New Jersey Motorsports Park (Lightning), Millville, NJ
10/7-8	Pittsburgh International Race Complex, Wampum, PA
10/14-15	Carolina Motorsports Park, Kershaw, SC
10/21-22	NCBike, Garysburg, NC
11/25-26	Barber Motorsports Park, Birmingham, AL

**=Race Practice/No Novice Group

For additional info, call (855) 263-0200, support@n2td.org, www.n2td.org.

Optimum Performance Rider Training Track Days

5/7-8	Ridge Motorsports Park, Shelton, WA
5/26-27	Ridge Motorsports Park, Shelton, WA
6/12-13	Ridge Motorsports Park, Shelton, WA
7/3-4	Ridge Motorsports Park, Shelton, WA
8/4-5	Ridge Motorsports Park, Shelton, WA
9/11	Ridge Motorsports Park, Shelton, WA
9/25	Ridge Motorsports Park, Shelton, WA

For additional info, email sales@optimum-performance.org, optimum-performance.org.

Pacific Track Time Track Days

4/29-30	Thunderhill Raceway Park (West), Willows, CA
5/19	Thunderhill Raceway Park (East), Willows, CA
6/3-4	Thunderhill Raceway Park (West), Willows, CA
6/16	Thunderhill Raceway Park (East), Willows, CA
7/15-16	Buttonwillow Raceway Park, Buttonwillow, CA
7/29-30	Thunderhill Raceway Park (East), Willows, CA
8/19-20	Thunderhill Raceway Park (East), Willows, CA
9/9-10	Buttonwillow Raceway Park, Buttonwillow, CA
9/16-17	Thunderhill Raceway Park (East), Willows, CA

For additional info, call (925) 418-4424, info@pacifictracktime.com, www.pacifictracktime.com.

Penguin Riding School

4/21	New Hampshire Motor Speedway, Loudon, NH
5/12	New Hampshire Motor Speedway, Loudon, NH
6/5	Thompson Speedway, Thompson, CT
6/14-15	New Hampshire Motor Speedway, Loudon, NH*
7/16-17	New York Safety Track, Harpersfield, NY
8/4	New Hampshire Motor Speedway, Loudon, NH
8/18	New Hampshire Motor Speedway, Loudon, NH
8/21	Pittsburgh International Race Complex, Wampum, PA
9/8	New Hampshire Motor Speedway, Loudon, NH
9/29	New Hampshire Motor Speedway, Loudon, NH
12/1	Homestead-Miami Speedway, Homestead, FL

*=two-day school

For additional info, call (978) 400-8204, info@penguinracing.com, www.penguinracing.com.

Performance Riding Experience (PRE) Track Days

3/27	VIRginia International Raceway (North), Alton, VA
4/8-9	Michelin Raceway Road Atlanta, Braselton, GA
5/13-14	VIRginia International Raceway (North), Alton, VA
5/15	VIRginia International Raceway (Full), Alton, VA
6/3-4	Carolina Motorsports Park, Kershaw, SC
6/23-25	VIRginia International Raceway (South), Alton, VA*
7/1-2	Carolina Motorsports Park, Kershaw, SC
7/24	VIRginia International Raceway (North), Alton, VA
8/12-13	Carolina Motorsports Park, Kershaw, SC
9/16-17	Carolina Motorsports Park, Kershaw, SC
9/18	VIRginia International Raceway (North), Alton, VA
10/1	Carolina Motorsports Park, Kershaw, SC
10/29	VIRginia International Raceway (Patriot), Alton, VA
10/30	VIRginia International Raceway (North), Alton, VA

*includes Airfence fundraiser

For additional info, call (855) RIDE-PRE (743-3773), info@ridepre.com, www.ridepre.com.

Pineview Run Two Wheel Wednesday Track Days

5/10	Pineview Run Auto & Country Club, LaFayette, NY
5/17	Pineview Run Auto & Country Club, LaFayette, NY
5/24	Pineview Run Auto & Country Club, LaFayette, NY
5/31	Pineview Run Auto & Country Club, LaFayette, NY
6/7	Pineview Run Auto & Country Club, LaFayette, NY
6/14	Pineview Run Auto & Country Club, LaFayette, NY
6/21	Pineview Run Auto & Country Club, LaFayette, NY
6/28	Pineview Run Auto & Country Club, LaFayette, NY
7/5	Pineview Run Auto & Country Club, LaFayette, NY
7/12	Pineview Run Auto & Country Club, LaFayette, NY
7/19	Pineview Run Auto & Country Club, LaFayette, NY
7/26	Pineview Run Auto & Country Club, LaFayette, NY
8/2	Pineview Run Auto & Country Club, LaFayette, NY
8/9	Pineview Run Auto & Country Club, LaFayette, NY
8/16	Pineview Run Auto & Country Club, LaFayette, NY
8/23	Pineview Run Auto & Country Club, LaFayette, NY
8/30	Pineview Run Auto & Country Club, LaFayette, NY
9/6	Pineview Run Auto & Country Club, LaFayette, NY
9/13	Pineview Run Auto & Country Club, LaFayette, NY
9/20	Pineview Run Auto & Country Club, LaFayette, NY
9/27	Pineview Run Auto & Country Club, LaFayette, NY

For additional info, call (315) 960-2566, https://pineviewrun.com.

Premium Track Days

6/7-8	Ridge Motorsports Park, Shelton, WA
8/8-9	Ridge Motorsports Park, Shelton, WA

For additional info, call (604) 370-0410, Arielle.tuliao@ducati-richmond.com, www.ducati-richmond.com.

Racers Edge Track Days and Private Coaching Days

3/30	Las Vegas Motor Speedway, Las Vegas, NV
3/22-23	Chuckwalla Valley Raceway, Desert Center, CA - PTD
4/8-10	Chuckwalla Valley Raceway, Desert Center, CA - PCD
4/12-13	Chuckwalla Valley Raceway, Desert Center, CA - PTD
5/6-7	Spring Mount Motorsports Resort, Pahrump, NV - PCD
5/13-15	Chuckwalla Valley Raceway, Desert Center, CA - PCD
5/27-28	Chuckwalla Valley Raceway, Desert Center, CA - PCD
9/9-10	Spring Mount Motorsports Resort, Pahrump, NV - PCD
9/30	Chuckwalla Valley Raceway, Desert Center, CA - PCD
10/1-2	Chuckwalla Valley Raceway, Desert Center, CA - PCD
10/4-5	Chuckwalla Valley Raceway, Desert Center, CA - PTD
11/4-5	Spring Mount Motorsports Resort, Pahrump, NV - PCD
11/11-13	Chuckwalla Valley Raceway, Desert Center, CA - PCD
11/15-16	Chuckwalla Valley Raceway, Desert Center, CA - PTD
12/9-10	Chuckwalla Valley Raceway, Desert Center, CA - PCD
12/13-14	Chuckwalla Valley Raceway, Desert Center, CA – PCD

PCD=Private Coaching Day, PTD=Private Track Day

For additional info, call (702) 257-3808, racersedge1@earthlink.net, www.racersedgeperformance.com.

RideSmart Motorcycle School

3/25-26	MSR Houston (2.4-mile), Angleton, TX
4/1-2	G2 Motorsports Park, Anna, TX
4/22-23	MSR Houston (2.4-mile), Angleton, TX
4/28	MSR Houston (2.4-mile), Angleton, TX
5/27-28	Circuit of The Americas, Austin, TX
6/3-4	MSR Houston (2.4-mile), Angleton, TX
6/10-11	G2 Motorsports Park, Anna, TX
6/17-18	MotorSport Ranch (1.3-mile CCW), Cresson, TX
6/30	MotorSport Ranch (1.7-mile CW), Cresson, TX
7/1-2	Circuit of The Americas, Austin, TX
7/15-16	MotorSport Ranch (1.7-mile CCW), Cresson, TX
8/12-13	G2 Motorsports Park, Anna, TX
8/25	MotorSport Ranch (1.7-mile CCW), Cresson, TX
9/2-3	Circuit of The Americas, Austin, TX
10/7-8	G2 Motorsports Park, Anna, TX
10/14-15	MSR Houston (2.4-mile), Angleton, TX
10/27	MotorSport Ranch (1.7-mile CW), Cresson, TX
11/25-26	Circuit of The Americas, Austin, TX

CW=Clockwise, CCW=Counter-clockwise

For additional info, call (512) 200-9523, contactus@ridesmart.info, www.ridesmart.info.

Road America Motorplex Open Track Days

4/1-2	Road America, Elkhart Lake, WI
4/8	Road America, Elkhart Lake, WI
4/15	Road America, Elkhart Lake, WI
4/23	Road America, Elkhart Lake, WI
4/29-30	Road America, Elkhart Lake, WI
5/7	Road America, Elkhart Lake, WI
5/12	Road America, Elkhart Lake, WI
5/26	Road America, Elkhart Lake, WI
6/7	Road America, Elkhart Lake, WI
6/21	Road America, Elkhart Lake, WI
6/28	Road America, Elkhart Lake, WI
7/5	Road America, Elkhart Lake, WI
7/19	Road America, Elkhart Lake, WI
7/26	Road America, Elkhart Lake, WI
8/9	Road America, Elkhart Lake, WI
8/16	Road America, Elkhart Lake, WI
8/24	Road America, Elkhart Lake, WI
9/2-3	Road America, Elkhart Lake, WI
9/22	Road America, Elkhart Lake, WI
10/15	Road America, Elkhart Lake, WI

Limited to 600cc/Supermotos/minis

For additional info, call (800) 365-7223, rams@roadamerica.com, www.roadamerica.com.

Roger Lyle's Motorcycle Xcitement Track Days and Road Racing School

4/1-2	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
5/6-7	Summit Point Motorsports Park (Main), Summit Point, WV
5/27-28	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
6/10-11	NCBIKE, Garysburg, NC
6/30	Summit Point Motorsports Park (Main), Summit Point, WV
7/1	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
7/9	Summit Point Motorsports Park (Jefferson), Summit Point, WV
7/10	Summit Point Motorsports Park (Main), Summit Point, WV
8/27	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
8/28	Summit Point Motorsports Park (Main), Summit Point, WV
9/10	Summit Point Motorsports Park (Jefferson), Summit Point, WV
9/11	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
10/22	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
10/23	Summit Point Motorsports Park (Main), Summit Point, WV

For additional info, call (301) 933-2599, www.motorcyclexcitement.com.

Ruts to Racelines Track Days

5/26-28	NCBIKE, Garysburg, NC
9/2-3	Summit Point Motorsports Park (Jefferson), Summit Point, WV

For additional info, call (410) 808-1541, ruts.to.racelines@gmail.com, www.rutstoracelines.com.

SoCal Supermoto School

3/26	Adams Motorsport Park, Riverside, CA
4/1	Adams Motorsport Park, Riverside, CA
4/16-17	Adams Motorsport Park, Riverside, CA
4/23	Adams Motorsport Park, Riverside, CA
5/6	Adams Motorsport Park, Riverside, CA
5/13	Adams Motorsport Park, Riverside, CA
5/21-22	Adams Motorsport Park, Riverside, CA
5/27	Adams Motorsport Park, Riverside, CA
6/3	Adams Motorsport Park, Riverside, CA
6/10	Adams Motorsport Park, Riverside, CA
6/16-17	Adams Motorsport Park, Riverside, CA
7/1	Adams Motorsport Park, Riverside, CA
7/21-22	Adams Motorsport Park, Riverside, CA
8/5	Adams Motorsport Park, Riverside, CA
8/19	Adams Motorsport Park, Riverside, CA
9/9	Adams Motorsport Park, Riverside, CA
9/22-23	Adams Motorsport Park, Riverside, CA
9/30	Adams Motorsport Park, Riverside, CA
10/14	Adams Motorsport Park, Riverside, CA
10/22-23	Adams Motorsport Park, Riverside, CA
10/28	Adams Motorsport Park, Riverside, CA
11/4	Adams Motorsport Park, Riverside, CA
11/10	Adams Motorsport Park, Riverside, CA

For additional info, call (619) 224-6686, info@socalsupermoto.com, www.socalsupermoto.com.

SoCal Track Days

4/8-9	Chuckwalla Valley Raceway (CCW), Desert Center, CA
5/13-14	Chuckwalla Valley Raceway (CW), Desert Center, CA*

CW=Clockwise, CCW=Counter-Clockwise, *=Beat The Heat Schedule

For additional info, call (760) 360-2834, info@socaltrackdays.com, www.socaltrackdays.com.

Southern Track Days

3/4-5	Jennings GP, Jennings, FL
5/13-14	Jennings GP, Jennings, FL
11/4-5	Jennings GP, Jennings, FL

For additional info, call (954) 324-7834, info@southerntrackdays.com, www.southerntrackdays.com.

Sportbike Track Time Track Days

3/25-27	Barber Motorsports Park, Birmingham, AL
4/8-9	Barber Motorsports Park, Birmingham, AL
4/14	Talladega Gran Prix Raceway, Munford, AL
4/22-23	Grattan Raceway, Belding, MI
4/28	Gingerman Raceway, S. Haven, MI*
5/5	Grattan Raceway, Belding, MI
5/6-7	Barber Motorsports Park, Birmingham, AL
5/13-14	Grattan Raceway, Belding, MI
5/22	Barber Motorsports Park, Birmingham, AL
5/26	Autobahn Country Club, Joliet, IL**
5/27-29	Autobahn Country Club, Joliet, IL
5/27-29	Talladega Gran Prix Raceway, Munford, AL
6/3-4	Grattan Raceway, Belding, MI
6/9	Gingerman Raceway, S. Haven, MI*
6/9-10	Nashville Superspeedway, Lebanon, TN
6/10-11	Gingerman Raceway, S. Haven, MI
6/17-18	Talladega Gran Prix Raceway, Munford, AL
6/24-25	Barber Motorsports Park, Birmingham, AL
6/26-27	Road America, Elkhart Lake, WI
6/30-7/3	Grattan Raceway, Belding, MI
7/1-2	Autobahn Country Club, Joliet, IL
7/8-9	Blackhawk Farms Raceway, S. Beloit, IL
7/8-9	Michelin Raceway Road Atlanta, Braselton, GA
7/14	Grattan Raceway, Belding, MI
7/15	Talladega Gran Prix Raceway, Munford, AL**
7/16	Talladega Gran Prix Raceway, Munford, AL
7/22-23	Grattan Raceway, Belding, MI
7/29-30	Autobahn Country Club, Joliet, IL
8/3	Gingerman Raceway, S. Haven, MI*
8/4-6	Gingerman Raceway, S. Haven, MI
8/5-6	Talladega Gran Prix Raceway, Munford, AL
8/12-13	Barber Motorsports Park, Birmingham, AL
8/12-13	Putnam Park Road Course, Mt. Meridian, IN
8/18	Talladega Gran Prix Raceway, Munford, AL
8/21-22	Road America, Elkhart Lake, WI
8/26-27	Grattan Raceway, Belding, MI
9/2-4	Autobahn Country Club, Joliet, IL
9/2-4	Barber Motorsports Park, Birmingham, AL
9/9-10	Blackhawk Farms Raceway, S. Beloit, IL
9/15	Gingerman Raceway, S. Haven, MI*
9/23-24	Autobahn Country Club, Joliet, IL
9/23-24	Grattan Raceway, Belding, MI
9/23-24	Talladega Gran Prix Raceway, Munford, AL
10/7-8	Grattan Raceway, Belding, MI
10/13	Gingerman Raceway, S. Haven, MI*
10/14-16	Barber Motorsports Park, Birmingham, AL
10/28-29	Talladega Gran Prix Raceway, Munford, AL
11/4-5	Barber Motorsports Park, Birmingham, AL
11/18-19	Carolina Motorsports Park, Kershaw, SC
11/25-26	Talladega Gran Prix Raceway, Munford, AL
12/2-3	Jennings GP, Jennings, FL

*=Bike Night, **=Ladies First

For additional info, call (888) 390-4020, info@sportbiketracktime.com, www.sportbiketracktime.com.

St-John 27 Racing All Level Track Day

5/14	Heartland Motorsports Park, Topeka, KS
6/18	Heartland Motorsports Park, Topeka, KS
7/23	Heartland Motorsports Park, Topeka, KS
9/4	Heartland Motorsports Park, Topeka, KS
10/1	Heartland Motorsports Park, Topeka, KS
10/29	Heartland Motorsports Park, Topeka, KS

For additional info, call (913) 645-1597, hector@stjohn27racing.com, www.stjohn27racing.com.

Superbike-Coach Corp. (Schools)

3/26	Little 99 Raceway, Stockton, CA
4/3	Thunderhill Raceway Park (East), Willows, CA
4/23	Little 99 Raceway, Stockton, CA
4/29-30	Little 99 Raceway, Stockton, CA
5/14	Little 99 Raceway, Stockton, CA
5/19	Thunderhill Raceway Park (East), Willows, CA
5/21	Little 99 Raceway, Stockton, CA
6/3-4	Thunderhill Raceway Park (West), Willows, CA
6/11	Little 99 Raceway, Stockton, CA
6/16	Thunderhill Raceway Park (East), Willows, CA
6/17	Thunderhill Raceway Park (West), Willows, CA
6/25	Little 99 Raceway, Stockton, CA
7/15-16	Little 99 Raceway, Stockton, CA
7/23	Little 99 Raceway, Stockton, CA
7/29-30	Thunderhill Raceway Park (East), Willows, CA
8/5-6	Buttonwillow Raceway Park, Buttonwillow, CA
8/13	Little 99 Raceway, Stockton, CA
8/19-20	Thunderhill Raceway Park (East), Willows, CA
8/27	Thunderhill Raceway Park (West), Willows, CA
9/10	Little 99 Raceway, Stockton, CA
9/17	Little 99 Raceway, Stockton, CA
9/24	Little 99 Raceway, Stockton, CA
10/8	Little 99 Raceway, Stockton, CA
10/21-22	Little 99 Raceway, Stockton, CA
11/5	Little 99 Raceway, Stockton, CA
11/19	Little 99 Raceway, Stockton, CA
11/25-26	Buttonwillow Raceway Park, Buttonwillow, CA
12/3	Little 99 Raceway, Stockton, CA
12/10	Little 99 Raceway, Stockton, CA

For additional info, call (916) 712-1817, info@superbike-coach.com, www.superbike-coach.com.

Tactical Motorcycle Dynamics Track Days

4/15	Utah Motorsports Campus (West), Grantsville, UT
5/5	Utah Motorsports Campus (East), Grantsville, UT
5/26	Utah Motorsports Campus (West), Grantsville, UT
6/16	Utah Motorsports Campus (East), Grantsville, UT
7/7	Utah Motorsports Campus (West), Grantsville, UT
8/11	Utah Motorsports Campus (Perimeter), Grantsville, UT
9/1	Utah Motorsports Campus (East), Grantsville, UT
10/7	Utah Motorsports Campus (West), Grantsville, UT

For additional info, call (801) 529-7814, ilovemotorcycles@hotmail.com, www.elitetrainingschools.com.

Team Hammer Advanced Riding School & Practice

10/19	Daytona International Speedway, Daytona Beach, FL

For additional info call (951) 245-6414 school@teamhammer.com, www.teamhammer.com/school

Team Pro-Motion Track Days & Schools

5/6	Pocono Raceway (North), Long Pond, PA
6/4	Pocono Raceway (North), Long Pond, PA
6/11	Pocono Raceway (South), Long Pond, PA
7/1-2	Pocono Raceway (North), Long Pond, PA
8/5	Pocono Raceway (East), Long Pond, PA
8/27	Pocono Raceway (North), Long Pond, PA
9/2	Pocono Raceway (East), Long Pond, PA
9/24	Pocono Raceway (North), Long Pond, PA

For additional info, call (215) 675-6677, sales@ridetpm.com, www.ridetpm.com.

The Mid-Ohio School's Performance Track Riding School

5/8	Mid-Ohio Sports Car Course, Lexington, OH
5/15	Mid-Ohio Sports Car Course, Lexington, OH
5/22	Mid-Ohio Sports Car Course, Lexington, OH
7/10	Mid-Ohio Sports Car Course, Lexington, OH
7/24-25	Mid-Ohio Sports Car Course, Lexington, OH
8/28-29	Mid-Ohio Sports Car Course, Lexington, OH
9/4	Mid-Ohio Sports Car Course, Lexington, OH
9/11	Mid-Ohio Sports Car Course, Lexington, OH

9/18-19	Mid-Ohio Sports Car Course, Lexington, OH
10/9	Mid-Ohio Sports Car Course, Lexington, OH*
10/16	Mid-Ohio Sports Car Course, Lexington, OH*

*=Half-Day Schedule
For additional info, call (419) 884-4000, info@midohio.com, www.midohio.com.

The Riders Club Track Days

4/14-15	New Jersey Motorsports Park (Lightning), Millville, NJ
4/20-21	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
4/28	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
5/6-7	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
5/17	New Jersey Motorsports Park (Lightning), Millville, NJ
5/21-22	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
5/25	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
6/10-11	New Jersey Motorsports Park (Lightning), Millville, NJ
6/14-15	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
6/24-25	New Jersey Motorsports Park (Lightning), Millville, NJ
6/29-30	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
7/5	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
7/8	New Jersey Motorsports Park (Lightning), Millville, NJ
7/9-10	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
7/19	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
8/1-2	Summit Point Motorsports Park, Summit Point, WV
8/6-7	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
8/14	New Jersey Motorsports Park (Lightning), Millville, NJ
8/20	New Jersey Motorsports Park (Lightning), Millville, NJ
8/21	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
8/26-27	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
9/1	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
9/13	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
9/17-18	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
10/4-5	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
10/9	New Jersey Motorsports Park (Thunderbolt), Millville, NJ

For additional info, call (856) 327-7211, ridersclub@njmp.com, www.njmp.com.

Tony's Track Days

5/6-7	Thompson Speedway Motorsports Park, Thompson, CT
5/27-29	Palmer Motorsports Park, Palmer, MA
6/24-26	New York Safety Track, Harpersfield, NY
7/5-6	Palmer Motorsports Park, Palmer, MA
7/29-31	Palmer Motorsports Park, Palmer, MA
8/13-14	Thompson Speedway Motorsports Park, Thompson, CT
9/2-4	Palmer Motorsports Park, Palmer, MA
9/24-25	Thompson Speedway Motorsports Park, Thompson, CT
10/16-17	NCBIKE, Garysburg, NC

For additional info, call (413) 783-8763, Tony@TonysTrackDays.com, www.TonysTrackDays.com.

TrackAddix/Ducati Omaha Track Days

4/23	Motorsports Park Hastings, Hastings, NE
5/14	Motorsports Park Hastings, Hastings, NE
6/25	Motorsports Park Hastings, Hastings, NE
7/23	Motorsports Park Hastings, Hastings, NE
8/20	Motorsports Park Hastings, Hastings, NE
9/24	Motorsports Park Hastings, Hastings, NEFor

additional info, call (402) 408-4400, information@TrackAddix.com, www.TrackAddix.com.

Track Day Winner Track Days

4/15-16	Jennings GP, Jennings, FL
5/20-21	NCM Motorsports Park, Bowling Green, KY
6/10-11	NCM Motorsports Park, Bowling Green, KY
7/8-9	NCM Motorsports Park, Bowling Green, KY
8/5-6	Michelin Raceway Road Atlanta, Braselton, GA
8/19-20	NCM Motorsports Park, Bowling Green, KY
9/16-17	Michelin Raceway Road Atlanta, Braselton, GA
9/16-17	NCM Motorsports Park, Bowling Green, KY
10/7-8	NCM Motorsports Park, Bowling Green, KY
10/28-29	NCM Motorsports Park, Bowling Green, KY
11/18-19	Jennings GP, Jennings, FL

For additional info, call (601) 402-6070, john@trackdaywinner.com, www.trackdaywinner.com.

TrackDaz Track Days

6/17-18	Thunderhill Raceway Park, Willows, CA
7/18	WeatherTech Raceway Laguna Seca, Monterey, CA
7/21	Buttonwillow Raceway Park, Buttonwillow, CA
8/5-6	Buttonwillow Raceway Park, Buttonwillow, CA
11/25-26	Buttonwillow Raceway Park, Buttonwillow, CA

For additional info, call (909) 234-4713, dustin@trackdaz.com, www.trackdaz.com

Track Time Track Days With Ken Hill

5/28-29	Ridge Motorsports Park, Shelton, WA
6/19-20	Ridge Motorsports Park, Shelton, WA
7/16-17	Ridge Motorsports Park, Shelton, WA
7/24-25	Ridge Motorsports Park, Shelton, WA
8/14-15	Ridge Motorsports Park, Shelton, WA
9/3-4	Ridge Motorsports Park, Shelton, WA

For additional info, visit www.tracktimetd.com.

TrackXperience Track Days

3/25-26	Spring Mountain Motorsports Resort, Pahrump, NV
4/22-23	Streets of Willow, Rosamond, CA
5/6-7	Spring Mountain Motorsports Resort, Pahrump, NV
5/27-28	Chuckwalla Valley Raceway, Desert Center, CA
9/9-10	Spring Mountain Motorsports Resort, Pahrump, NV
9/23-24	Streets of Willow, Rosamond, CA
10/14-15	Willow Springs Int'l Raceway, Rosamond, CA
11/4-5	Spring Mountain Motorsports Resort, Pahrump, NV
11/25-26	Chuckwalla Valley Raceway, Desert Center, CA

For additional info, (949) 328-6997, info@trackxperience.com, www.trackxperience.com.

UtahSBA New Racer Certification (NRC) and Advanced Rider Training (ART)

4/15	Utah Motorsports Campus (West), Grantsville, UT - NRC
5/20	Utah Motorsports Campus (East), Grantsville, UT - ART
6/16	Utah Motorsports Campus (East), Grantsville, UT - NRC
8/5	Utah Motorsports Campus (TBD), Grantsville, UT - ART

For additional info, call (435) 901-4353, racing@utahsba.com, www.utahsba.com.

XCEL Trackdays Track Days

4/16	Arizona Motorsports Park (CCW), Litchfield Park, AZ
5/7	Arizona Motorsports Park (CW), Litchfield Park, AZ
9/24	Arizona Motorsports Park (CCW), Litchfield Park, AZ
10/15	Arizona Motorsports Park (CW), Litchfield Park, AZ
11/12	Arizona Motorsports Park (CCW), Litchfield Park, AZ
12/3	Arizona Motorsports Park (CW), Litchfield Park, AZ

CW=Clockwise, CCW=Counter-Clockwise
For additional info, call (602) 740-8687, info@XCELTrackdays.com, www.XCELTrackdays.com.

Yamaha Champions Riding School

4/11-12	MotorSports Ranch, Cresson, TX
4/17-18	Carolina Motorsports Park, Kershaw, SC
4/27-28	NCBike Garysburg, NC
5/1-2	NCBike Garysburg, NC
5/9-10	Inde Motorsports Ranch, Willcox, AZ
5/16-17	New Jersey Motorsports Park, Millville, NJ
5/27-28	High Plains Raceway, Deer Trail, CO
6/19-20	New Jersey Motorsports Park, Millville, NJ
6/27-28	Ridge Motorsports Park, Shelton, WA
7/11-12	WeatherTech Raceway Laguna Seca, Monterey, CA
8/7-8	Autobahn Country Club, Joliet, IL
8/14-15	Pittsburgh International Race Complex, Wampum, PA
9/5-6	MotorSport Ranch, Cresson, TX
9/13-14	Carolina Motorsports Park, Kershaw, SC
9/26-27	New Jersey Motorsports Park, Millville, NJ
10/2-3	Buttonwillow Raceway Park, Buttonwillow, CA
10/9-10	Inde Motorsports Ranch, Willcox, AZ
10/19-20	NCBike Garysburg, NC
10/23-24	NCBike Garysburg, NC
11/13-14	Streets of Willow, Rosamond, CA
11/28-29	Inde Motorsports Ranch, Willcox, AZ

For additional info, call 855-RIDE-YCRS (743-3927), teachme@champschool.com, www.champschool.com.

Z² Track Days

5/6-7	Thunderhill Raceway Park (West), Willows, CA
5/11	Sonoma Raceway, Sonoma, CA
7/15	Thunderhill Raceway Park (5-mile), Willows, CA
7/16	Thunderhill Raceway Park (East), Willows, CA
7/24-25	WeatherTech Raceway Laguna Seca, Monterey, CA
8/14-15	Sonoma Raceway, Sonoma, CA
10/2	Sonoma Raceway, Sonoma, CA
10/14-15	Thunderhill Raceway Park (East), Willows, CA

For additional info, call (888) 929-9666, service@z2trackdays.com, https://z2tracksdays.com.

ZARS Advanced Riding Schools & Track Days

4/22	Dakota County Technical College, Rosemount, MN – ARS
4/30	Dakota County Technical College, Rosemount, MN – ARS
5/19-20	Dakota County Technical College, Rosemount, MN – ARS
6/10-11	Dakota County Technical College, Rosemount, MN – ARS
5/29-30	Road America, Elkhart Lake, WI - TD
6/6-7	Brainerd International Raceway (Competition), Brainerd, MN - TD
7/8-9	Heartland Motorsports Park, Topeka, KS - TD
7/14-16	Dakota County Technical College, Rosemount, MN – ARS
7/22	Dakota County Technical College, Rosemount, MN – ARS
7/22-23	Blackhawk Farms Raceway, S. Beloit, IL - TD
7/24	Brainerd International Raceway (Competition), Brainerd, MN – TD
7/31	Brainerd International Raceway (Donnybrooke), Brainerd, MN - TD
8/6	Dakota County Technical College, Rosemount, MN – ARS
8/19-20	Dakota County Technical College, Rosemount, MN – ARS
9/4	Brainerd International Raceway (Competition), Brainerd, MN – TD

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www.teamhammer.com/school.

9/10	Dakota County Technical College, Rosemount, MN – ARS
9/24	Dakota County Technical College, Rosemount, MN – ARS
9/30-10/1	Dakota County Technical College, Rosemount, MN – ARS

ARS=Advanced Riding School, TD=Track Day
For additional info, call (612) 310-9833, team@ridezars.com, www.ridezars.com.

MINI SCHOOLS/ TRACK DAYS (U.S.)

Central Illinois Mini Moto Track Days (Minis)

4/1	Mid-State Kart Club, Dawson, IL
6/3	Mid-State Kart Club, Dawson, IL
9/16	Mid-State Kart Club, Dawson, IL

For additional info, call (217) 454-7697, centralillinoisminimoto@gmail.com, www.centralillinoisminimoto.com.

NJMiniGP (Minis) Track Days

4/14-16	New Jersey Motorsports Park (Liberator), Millville, NJ – C
4/16	New Jersey Motorsports Park (Liberator), Millville, NJ – P
6/24	New Jersey Motorsports Park (Avenger), Millville, NJ – P
7/22	New Jersey Motorsports Park (Liberator), Millville, NJ – P
8/5	New Jersey Motorsports Park (Avenger), Millville, NJ – P
8/26	New York Race Complex, Morrisontown, NY – P
9/15-17	New Jersey Motorsports Park (Liberator), Millville, NJ – C

C=Camp, P=Practice Day
For additional info, visit www.njminigp.com.

Sandy Hook Mini Moto Track Days (Minis)

7/22	Sandy Hook Speedway, Street, MD
9/9	Sandy Hook Speedway, Street, MD
10/7	Sandy Hook Speedway, Street, MD

For additional info, call (717) 615-1820, info@sandyhookspeedway.com, www.sandyhookspeedway.com.

SFLminiGP (South Florida MiniGP) Rider Development Days (Minis)

4/1	Bushnell Motorsports Park, Bushnell, FL
4/29	Anderson Racepark, Palmetto, FL
7/28	Carolina Motorsports Park Kart Track, Kershaw, SC
9/2	Anderson Racepark, Palmetto, FL
11/4	Bushnell Motorsports Park, Bushnell, FL

For additional info, call (954) 552-1355, info@sflminigp.com, www.sflminigp.com.

DIRT TRACK SCHOOLS

American Supercamp

4/14-15	Gainesville, GA
4/16-17	Gainesville, GA
4/28-29	Springfield, IL
4/30-5/1	Springfield, IL
5/10-11	Harrington, DE
5/12-13	Harrington, DE
5/14-15	Harrington, DE
6/17-18	Eaton, CO
9/9-10	Eaton, CO
9/29-30	Springfield, IL
10/1-2	Springfield, IL
10/6-7	Harrington, DE
10/8-9	Harrington, DE
10/20-21	Elma, WA
10/22-23	Elma, WA
10/27-28	Santa Rosa, CA
10/29-30	Santa Rosa, CA
11/7-8	City of Industry, CA
11/9-10	City of Industry, CA

For additional info, call (970) 227-2385, www.americansupercamp.com.

Colin Edwards' Texas Tornado Boot Camp

4/10-13	Montgomery, TX
4/26-29	Montgomery, TX

For additional info, visit www.texastornadobootcamp.com.

Cornerspin School: Roadracing In The Dirt (Dirt Track School)

4/8-9	Cornerspin Facility, Spencer, NC
4/15-16	Cornerspin Facility, Spencer, NC
4/29-30	Cornerspin Facility, Spencer, NC
5/6-7	Cornerspin Facility, Spencer, NC
5/13-14	Cornerspin Facility, Spencer, NC
6/3-4	Cornerspin Facility, Spencer, NC
6/10-11	Cornerspin Facility, Spencer, NC

For additional info, call (704) 332-3147, admin@cornerspin.net, www.cornerspin.com.

Rich Oliver's Mystery School (Dirt Track School)

4/5	Prather, CA (Practice and Skill Reinforcement Day)
4/7	Prather, CA (Learn To Ride Off-Road)
4/8	Prather, CA (Off-Road Challenge Course)
4/14	Prather, CA (Off-Road Training)
4/15-16	Prather, CA (Kids Ride & Wrench Camp)
4/19-20	Prather, CA (POST Motorcycle Officer Update Course)
4/22-23	Prather, CA (Fun Camp)
4/28	Prather, CA (Flat Track Training)
4/29-30	Prather, CA (Kids Ride & Wrench Camp)
5/12	Prather, CA (Off-Road Training)
5/13	Prather, CA (Learn To Ride Off-Road)
5/19	Prather, CA (Flat Track Training)
5/20-21	Prather, CA (Fun Camp)
5/24-25	Prather, CA (POST Motorcycle Officer Update Course)
6/3-4	Prather, CA (Kids Ride & Wrench Camp)
6/10-11	Prather, CA (Fun Camp)
6/13-15	Prather, CA (Kids Ride and Wrench Summer Camp)
6/17	Prather, CA (Learn To Ride Off-Road)
6/18	Prather, CA (Off-Road Challenge Course)
6/20-22	Prather, CA (Kids Ride & Wrench Camp)
6/27-29	Prather, CA (Kids Ride & Wrench Camp)

For additional info, call (559) 855-3089, www.richoliver.net.

SCHOOLS/TRACK DAYS (CANADA)

ARL Track Days And High Performance Riding Academy

5/12	Atlantic Motorsport Park, Mill Village, NS - TD
5/13-14	Atlantic Motorsport Park, Mill Village, NS – HPRA
5/26	Atlantic Motorsport Park, Mill Village, NS - TD
6/9	Atlantic Motorsport Park, Mill Village, NS - TD
6/16	Atlantic Motorsport Park, Mill Village, NS - TD
6/30	Atlantic Motorsport Park, Mill Village, NS - TD
7/7	Atlantic Motorsport Park, Mill Village, NS - TD
7/19	Atlantic Motorsport Park, Mill Village, NS - TD
8/11	Atlantic Motorsport Park, Mill Village, NS - TD
8/18	Atlantic Motorsport Park, Mill Village, NS - TD
8/25	Atlantic Motorsport Park, Mill Village, NS - TD
8/26-27	Atlantic Motorsport Park, Mill Village, NS - HPRA
9/8	Atlantic Motorsport Park, Mill Village, NS - TD
9/15	Atlantic Motorsport Park, Mill Village, NS - TD

HPRA=High Performance Riding Academy, TD=Track Day
For additional info, vp@atlanticroadracing.com, www.atlanticroadracing.com.

ASM Motosport Advanced Riding Course And Trackdays

5/7	Sanair Super Speedway, St-Pie, QC
6/4	Sanair Super Speedway, St-Pie, QC
7/1-2	Sanair Super Speedway, St-Pie, QC
8/5-6	Sanair Super Speedway, St-Pie, QC
8/27	Sanair Super Speedway, St-Pie, QC
9/23	Sanair Super Speedway, St-Pie, QC

For additional info, call (514) 944-3431, info@asmotosport.ca, www.asmmotosport.ca.

Edmonton Motorcycle Roadracing Association (EMRA) Track Days

5/19-20	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB*
6/9	Rad Torque Raceway, Edmonton, CA**
7/14	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB**
8/11	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB**
9/1	Rad Torque Raceway, Edmonton, CA**

*=Race School, **=Track Night 5:00 p.m.-9:00 p.m.
For additional info, call (780) 231-5561, info@emra.ca, www.emra.ca.

HardNoX Track Dayz

5/26	Rocky Mountain Motorsports, Carstairs, AB
6/15	Rocky Mountain Motorsports, Carstairs, AB
7/6-7	Rocky Mountain Motorsports, Carstairs, AB
7/27	Rocky Mountain Motorsports, Carstairs, AB
8/8-9	Area 27, Oliver, BC
8/18-19	Rocky Mountain Motorsports, Carstairs, AB
8/24	Rocky Mountain Motorsports, Carstairs, AB
9/7	Rocky Mountain Motorsports, Carstairs, AB
9/25	Area 27, Oliver, BC

For additional info, call (403) 860-9609, info@hardnoxtrackdayz.com, www.hardnoxtrackdayz.com.

Higgy's On The Track Track Days

6/24-25	Vancouver Island Motorsports Circuit, Duncan, BC
7/22-23	Vancouver Island Motorsports Circuit, Duncan, BC
8/19-20	Vancouver Island Motorsports Circuit, Duncan, BC

For additional info, call (250) 588-8775, higgysOTT@gmail.com, www.higgys.ca.

Motorheads Track Attacks Track Days

5/13	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB
5/21	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB
6/3-4	Rad Torque Raceway, Edmonton, AB
7/8-9	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB
8/5-6	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB
9/9-10	Rad Torque Raceway, Edmonton, AB

For additional info, info@gmail.com, motorheadsta@gmail.com, motorheadsta.com.

Pro 6 Cycle Inc. Track Days

5/27-28	Calabogie Motorsports Park, Calabogie, ON*
5/29	Canadian Tire Motorsports Park, Bowmanville, ON
6/10-13	Calabogie Motorsports Park, Calabogie, ON
7/8-11	Calabogie Motorsports Park, Calabogie, ON
7/21-25	Calabogie Motorsports Park, Calabogie, ON
8/7-8	Calabogie Motorsports Park, Calabogie, ON
8/14-16	Canadian Tire Motorsports Park, Bowmanville, ON
9/2-5	Calabogie Motorsports Park, Calabogie, ON
9/16-19	Calabogie Motorsports Park, Calabogie, ON

*=two-day school event
For additional info, email trackdays@pro6cycle.com, www.pro6cycle.com.

Shannonville Motorsport Park Motorcycle Lapping Days

5/3-4	Shannonville Motorsport Park, Shannonville, ON
6/8	Shannonville Motorsport Park, Shannonville, ON
6/21-23	Shannonville Motorsport Park, Shannonville, ON
7/6	Shannonville Motorsport Park, Shannonville, ON
7/28	Shannonville Motorsport Park, Shannonville, ON
8/9	Shannonville Motorsport Park, Shannonville, ON
8/24-25	Shannonville Motorsport Park, Shannonville, ON
9/7	Shannonville Motorsport Park, Shannonville, ON
9/29	Shannonville Motorsport Park, Shannonville, ON

For additional info, call (647) 460-0141, www.shannonville.com.

Super Sonic Road Race School & CMSBK Track Days (Minis)

5/9-13	Lombardy RacewayKarting, Lombardy, ON
5/30-6/1	Brechin Motorsports Park, Brechin, ON
6/13-15	Brechin Motorsports Park, Brechin, ON
7/11-13	Brechin Motorsports Park, Brechin, ON
7/19-21	Flamboro Speedway, Millgrove, ON
7/25-29	Lombardy RacewayKarting, Lombardy, ON
8/1-5	Lombardy Raceway Karting, Lombardy, ON
8/14-17	Canadian Tire Motorsport Park, Bowmanville, ON
8/23-24	Flamboro Speedway, Millgrove, ON
8/30-31	Flamboro Speedway, Millgrove, ON
9/5-6	Brechin Motorsports Park, Brechin, ON
10/4-7	Lombardy Raceway Karting, Smith Falls, ON

For additional info, call (416) 629-8989, toni@superconicschool.com, info@minisbk.ca, www.supersonicschool.com.

Westwood Motorcycle Racing Club School & Track Days

4/30	Mission Raceway Park, Mission, BC - C
5/8	Mission Raceway Park, Mission, BC - S
5/15-16	Mission Raceway Park, Mission, BC
5/29	Mission Raceway Park, Mission, BC
7/14	Mission Raceway Park, Mission, BC
7/24	Mission Raceway Park, Mission, BC
8/11	Mission Raceway Park, Mission, BC
9/1	Mission Raceway Park, Mission, BC
9/18	Mission Raceway Park, Mission, BC
10/13	Mission Raceway Park, Mission, BC

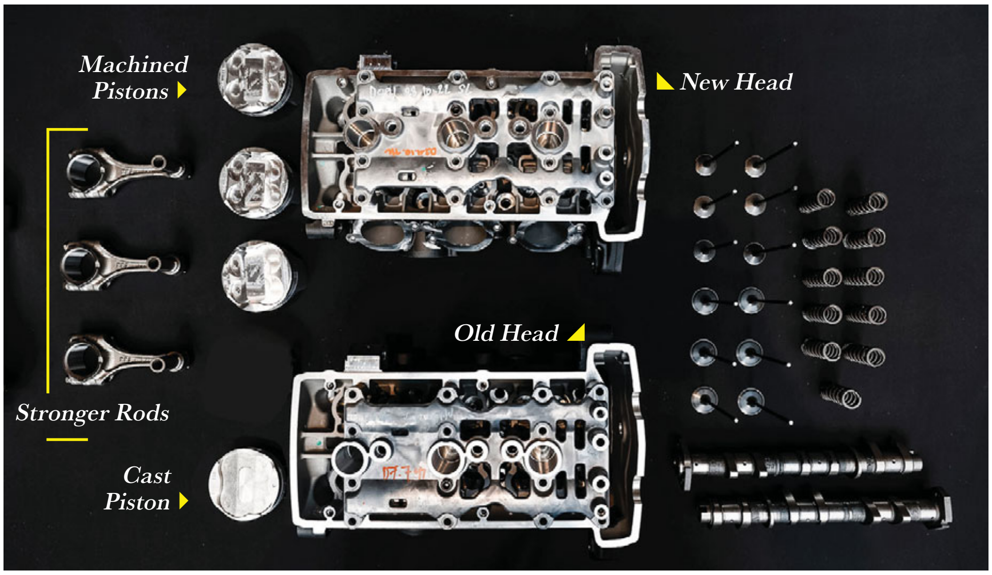
C=Classroom Session, S=Skills Development Day
For additional info, email wmrcpromotions@gmail.com, www.wmrc.ca

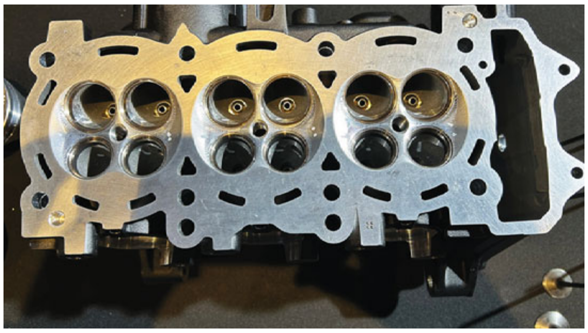
RACE, SCHOOL, & TRACK DAY PROMOTERS: Send Your Calendar Listings To Us!

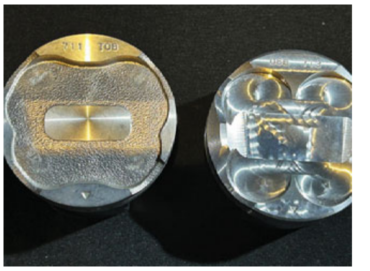
Send to calendar@roadracingworld.com, and include date, track name, and track location (city and state or province) for each event, along with the name of the organization holding the event and contact info including phone number, e-mail and website.

For more information, call (909) 654-4779 or email calendar@roadracingworld.com

MORE TRIUMPH TECH







(Above) The new Street Triple head, pistons, connecting rods, high-lift cams, and valves with larger stems are shown with old cylinder head and a cast piston. (Above, Right) New head has opened-up chambers to fit new pistons and increase compression. (Right) Cast piston (left) and machined piston.

CONTINUED FROM PAGE 21

(Above) A Triumph Street Triple RS on track. The traction control is aimed at rider comfort and worked well but removed a bit too much power to suit test rider Chris Ulrich. It also created a small oscillation on the track, so he turned it off—and went quicker. (Right) Triumph engineers did a good job creating a naked bike that delivers street comfort and also gets around a track well.

limiter in sixth gear. Mile after mile I appreciated the performance and comfort of the Street Triple 765 on the road. The bar position and rider triangle was surprisingly comfortable, although the lack of wind protection really put a lot of pressure on my neck by the end of the ride.

RS On The Racetrack

Ripping around a racetrack on a naked sportbike is always going to be a compromise, and body position, aerodynamics, and geometry are all limiting factors. But Triumph engineers have done a good job of creating a naked bike that can actually get around the racetrack pretty well. The upright bar position is well thought-out and practical for use on the racetrack, and I could get into an aggressive position in the corner without feeling awkward.

My day started with a road set-up, and I was at the limit of the settings within a few laps around Jerez. The forks were on the bottom on the brakes and the shock was so soft the bike headed straight for the edge of the track from the apex to exit. After some discussion with the test engineer, and after demonstrating that I had some speed and knew what I was talking about, I was allowed to make setting changes. Starting with front pre-load, the mechanics added six turns from the base setting of 3.5, but I eventually settled on four additional turns of preload, making the total 7.5 turns of front pre-load. At the rear we balanced things out by adding two turns of preload.

The changes transformed the Street Triple 765 RS on the racetrack. On corner entry, I could take full advantage of the Brembo Stylema brakes, which provide plenty of straight-line stopping power, while still having great feel to allow me to trail-brake to the apex in the slower turns. The front feel would change, losing some connection if I didn't keep the front brake on deep into the slower corners like the one called Drysack off the back straight. I think this had more to do with unloading the front Pirelli Supercorsa than the bike setting.

The front had good grip and stability in Jerez Circuit's faster sections, including Turns 4, 5, 8, 11, and 12. Front stability is really tested through Turn 5, peeling off into the corner in fourth gear, trailing the brakes to the apex, then rotating and firing the bike out. That long, fast entry puts a lot of pressure on the front tire, but it stuck pretty well. But because there was some lack of feel, I kept some reserve in that section. I'd really try to get the bike positioned early so I could pick the throttle up earlier and take some weight off the front tire through the faster corners. But I'd imagine the race version of the 765 has a bit more trail.

The steep rake angle of the bike did help me get it rotated at the apex and get the gas open early. Rear traction was good from the apex to exit. There was plenty of edge grip and drive grip on corner exits. Taking chassis geometry out of the equation, I was dealing with a 765cc engine with a broad powerband and power peak high in the rev range. I had to be really aggressive on the throttle to get the rear to do anything but the usual acceleration power-slide.

The engine produced good power from 6,000 rpm to the 12,650 rpm redline, but I had to pay attention because the power peak is close to the limiter, making it easy to bounce off the limiter before the power truly nosed over. I tried to lug the 765 RS engine on the track because it just felt better, but I figured out that strategy wasn't the fastest way around and started downshifting one more gear in a few places. That gave me more acceleration without more effort, and produced a quicker lap time around Jerez.

The function of the traction control was good but it removed too much power for my taste. It also set off a small oscillation that could be confused as chassis chatter through Jerez's fast corners like Turns 5 and 8 where I turned the bike in, set the throttle, then consistently rolled the throttle on. This oscillation is caused by the ECU adjusting the ignition timing during acceleration. The engine tone also changes slightly when the traction control is active. The sensation went away and acceleration picked up without any negative effects when I turned off the traction control during the afternoon sessions.

It would have been nice to have more wind protection on the road and racetrack, more cornering clearance at full lean, and a different peg position so I could better use my legs. I'd throw in 5mm more trail, install a set of clip-ons, and add a fairing while we're at it. But I'm just being picky…

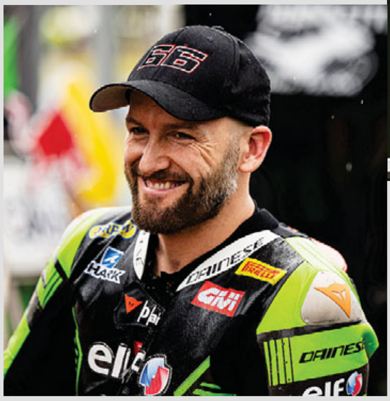
As the laps piled on, the more I was impressed with the Street Triple 765 RS. It offers enough engine performance to have fun without being overwhelming, while the chassis holds its own on the track. That makes it a great value alternative to a fully-faired streetbike, and is what people are buying! **RW**

WSBK CONTINUED FROM PAGE 51

WorldSBK
NOTES

(Above and Left) American hope Garrett Gerloff had a best finish of 10th in the first six races, riding a BMW M 1000 RR for the Bonovo Action team. He hoped to do better after switching from a Yamaha.

▸***Kawasaki Struggles:*** Six-time Superbike World Champion Jonathan Rea is off to his worst season start in years, with a single podium finish after six races. The Kawasaki ZX-10RR is limited to less rpm than the other machines competing, and Rea and teammate Alex Lowes are making up their time on the edge of the tire at corner apexes. When the tires start to drop, they are sitting ducks for riders on faster machines. Former World Champion Tom Sykes, making his return to Superbike, is finding it even tougher going, his Puccetti Racing Kawasaki suffering a string of mechanical failures. So far, Sykes has three retirements, one non-classified, an 18th and a 20th. On the bright side, by starting the first race at Phillip Island, Rea took over the record for most World Superbike starts from Troy Corser, and after racing at Mandalika, Rea had started 383 races to Corser's 377.



(Above) Jonathan Rea had an off start to the season, with one podium in six races; "balancing" rules are affecting Kawasaki riders the most. (Left) Former (2013) Champion Tom Sykes has scored no points on his Puccetti Kawasaki.

▸***Rev Limits For 2023:*** Under the FIM's performance "balancing" program, Kawasaki's ZX-10RR is limited to 14,600 rpm, the lowest of all the machines in the field. The new BMW M 1000 RR is allowed to rev to 15,500 rpm; the Yamaha YZF-R1 to 14,950 rpm; and the Honda CBR1000R-RR to 15,600 rpm. Rev limits can be adjusted in increments of 250 rpm after every three races and at the end of the season. They are determined by the following formula, according to the FIM rulebook: The lower of i) The rpm after the peak power at which the engine produces 90% of the peak power figure, + 3% (if applicable), or; ii) The rpm of the peak power + 700 rpm. They are adjusted via an algorithm that includes one of more of the following values: a) lap time relative to all other competitors; b) speed traps; c) number of riders per brand; d) anticipated individual rider performance i) per track and ii) considering preceding rounds; e) race results; f) laps led; g) overall race time; h) change in balance following any rpm limiter changes; i) bias towards recent results reflecting current performance; j) any concession parts updates being applied.

▸***BMW Woes:*** America Garrett Gerloff switched to the Bonovo Action BMW M 1000 RR for the 2023 season, but it has been tough going for Gerloff and the other BMW riders. Gerloff's best finish is a 10th, but his 15 points leave him only two points behind the best-performing BMW rider, Scott Redding, who has been critical of the BMW in the European press. When Redding pulled in with a mechanical malfunction in Mandalika, he punched the bike and stormed to his garage, where he threw his helmet and fired off a string of obscenities.

▸***Honda Happiness:*** Xavi Vierge's podium in Indonesia was his first in World Superbike, and Honda's second in two years. The "super-concessions" granted to Honda have not appreciably improved the machine's performance in the early part of the season, but the poor performance of the "balanced" Kawasakis and BMWs has left space for the CBR1000RR-R to move forward.

RW

"Super Concessions" granted to Honda helped Xavi Vierge take his first podium finish, a third place in Indonesia.

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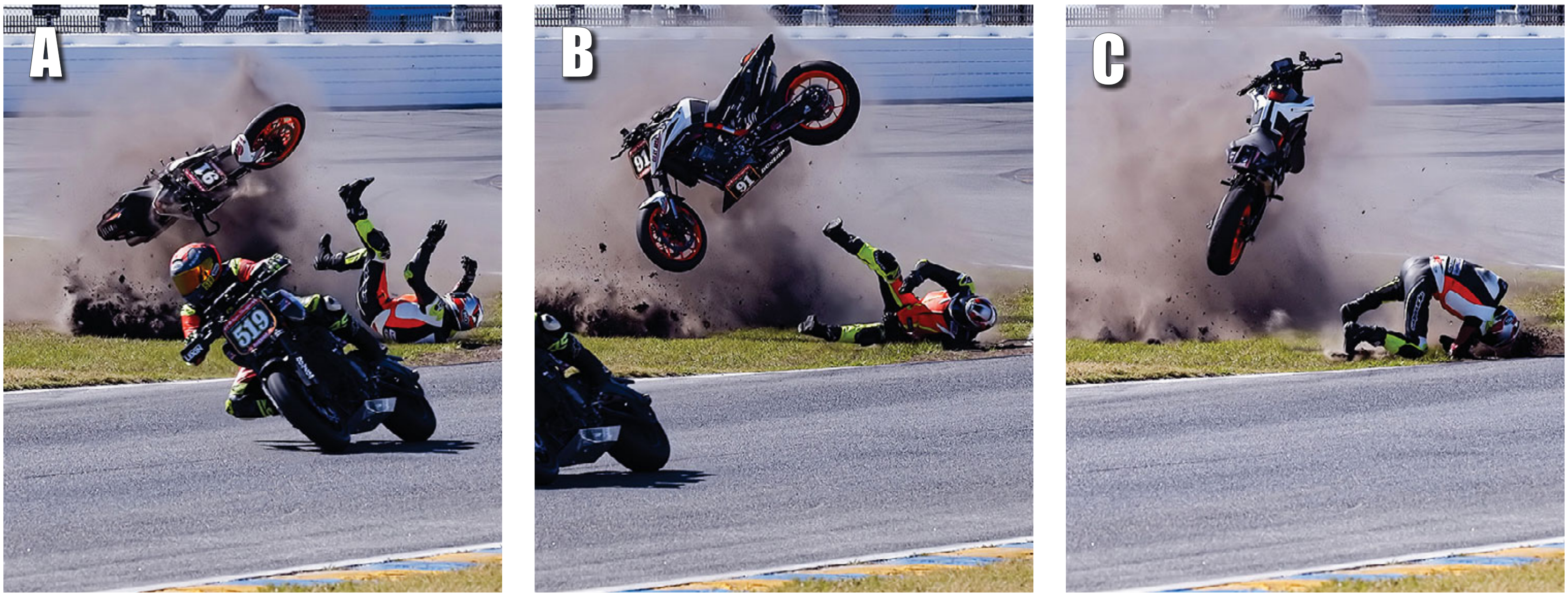
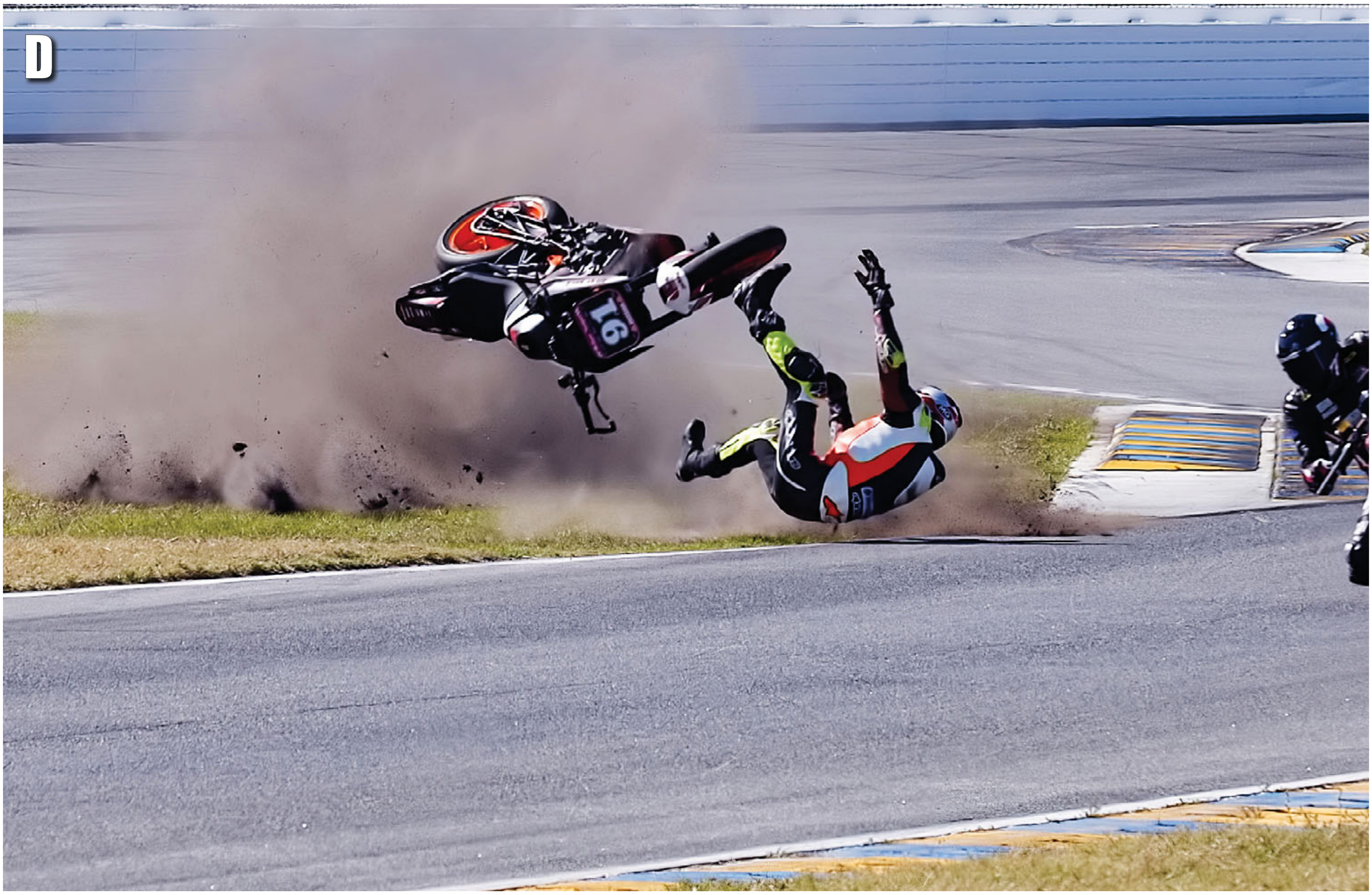


Alex Taylor (91) crashed his KTM entering the chicane during MotoAmerica Super Hooligans Race 2 at Daytona International Speedway. He was wearing an off-the-rack Alpinestars suit and Alpinstarts Tech-Air 5 airbag vest; the airbag vest deployed during the crash, as can be seen in photo D. Taylor broke a wrist but escaped further injuries. Photos are from a video shot by former racer Alexis "SuperLex" Olivera. Copyright 2023 MotoAmerica, used with permission.



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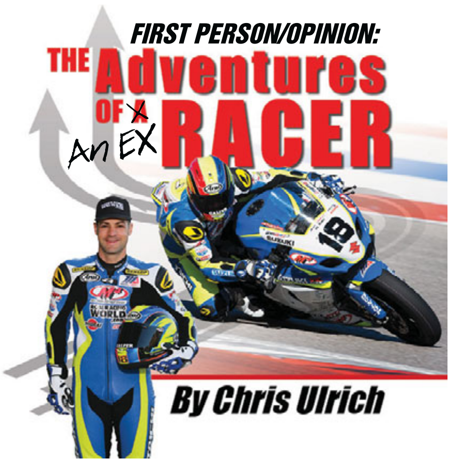

By Chris Ulrich

(Above) RIchie Escalante's crew practicing a pit stop at Daytona; the team won the pit-stop challenge, then made four fast stops during the race on Saturday. Photo by Brian J. Nelson. (Below) The moment of truth in the Daytona 200.

No matter how early we start or how hard we try to be on time, the lead-up to Daytona is always hectic for the race team. I didn't help things by disappearing a week before the truck had to leave for Daytona to attend the launch of the Triumph Street Triple 765 R and RS models at Jerez, Spain. You can turn to page 18 to read all about Triumph's naked middleweight ripper.

The MotoAmerica-run Daytona 200 presents some opportunity, but that opportunity can be a double-edged sword. Get it right and you're heroes, get it wrong and you're not. Plus, the cost for this one race is massive, much more than a normal race weekend, so there are some risks. But, the lore of Daytona and exposure surrounding it also create some opportunity if you have the infrastructure and are willing to take on the added work beyond the actual race. I'm an industrious guy who has infrastructure and I'll gladly take on extra projects to cover costs. As in previous years, we ended up hosting groups from the Palm Beach Police & Fire Foundation and fans and associates of racer and lawyer C.J. Czaia, plus the Latin American Motorcycle Association. It was a bit busy under the canopy at times, but everyone got to get a drink and watch the races in comfort. And we were able to add single-event sponsorship that helped offset the extra cost of running the race.

Back to the lead-up to the MotoAmerica Daytona 200. I had three goals for the event: Increase sponsorship to allow us to responsibly run three bikes; improve preparation; and clean up race weekend operations. I could not live with a repeat of the pit-stop fiasco we had in the 2022 Daytona 200.

The sponsorship goal was met when Mission came on board as the single-event title sponsor for Richie Escalante's effort. So, we had three bikes on the grid. Escalante on a Mission and 1-833-CJknows-sponsored Suzuki, along with our regular Supersport riders, Tyler Scott and Teagg Hobbs, on Vision Wheel M4 ECSTAR Suzuki-branded bikes, all with additional support from the Palm Beach Police & Fire Foundation.

Our goal for better preparation was met when we closed the lift gate Saturday March 4 at 10:00 p.m., a full nine hours before the truck was due to leave for a two-day test at Roebling Road Raceway. The bikes rolled off the truck ready to rip and we had a smooth two-day test. We were able to complete the setting and tire plan early, which allowed us to practice hot pit stops with all three riders on the second day.

The race operations goal was also met. I brought in a crew that worked together and executed well. Each member of the crew understood their job and stepped up to the challenge. They were also professional when reassigned their position during pit-stop practice when needed. Everyone bought into the concept that we succeed and fail as a team. I think this was the first time we've ever had a crew that worked together this well. On the crew side, the result was a win in the pit-stop challenge at 7.9 seconds plus four precisely executed pit stops during the race, all under 14 seconds. It was a beautiful sight and I was proud to watch it happen.

As for on-track performance. Richie, Tyler, and Teagg were in the top-10 all weekend. Richie set a new Daytona 200 track record, Tyler qualified on the front row, and Teagg kept grinding out laps and sniffing the top five all weekend and even led after a restart!

Unfortunately, all the effort came undone in the race. The first ball to drop was Tyler retiring with a mechanical problem, which we later traced back to a loose terminal on the battery-to-engine ground wire. Excess voltage cooked the ECU.

Richie had an excellent race, leading laps in all three segments and establishing a two-man break with Josh Herrin after the final pit stop. Things were looking good for a showdown until Herrin put it up the inside of Richie in Turn One at the start of lap 47. Richie picked the bike up in an attempt to avoid contact, but Herrin was already into him on a trajectory that put Richie on the ground at high speed. Richie ran to his bike to rejoin, but the frame was broken and he could not continue.

Teagg's race was going great until lap 52, when he checked up lapping a rider and was rammed by Danny Eslick entering the International Horseshoe. Eslick survived and rode off while Teagg and the lapper tumbled to the ground, causing the red flag and restart that set up a very controversial ending to a tumultuous race.

For his part, Teagg escaped from the medical center and was able to rejoin the race. The team did a great job getting the bike repaired and getting Teagg back on track. He led a few laps of the restart before fading back to finish sixth, which was probably fourth, but maybe third. Anyway, it was sixth in the final results. Let's just say I didn't understand the final scoring.

The 2023 Daytona 200 will sting for a while. Taking away the positives, the crew and riders were all on it. We executed the race perfectly. We did everything absolutely right to be there for the win. But luck wasn't on our side this time. That's racing, I guess.

Now we look to the start of the regular season at Road Atlanta.

See you at the track! RW

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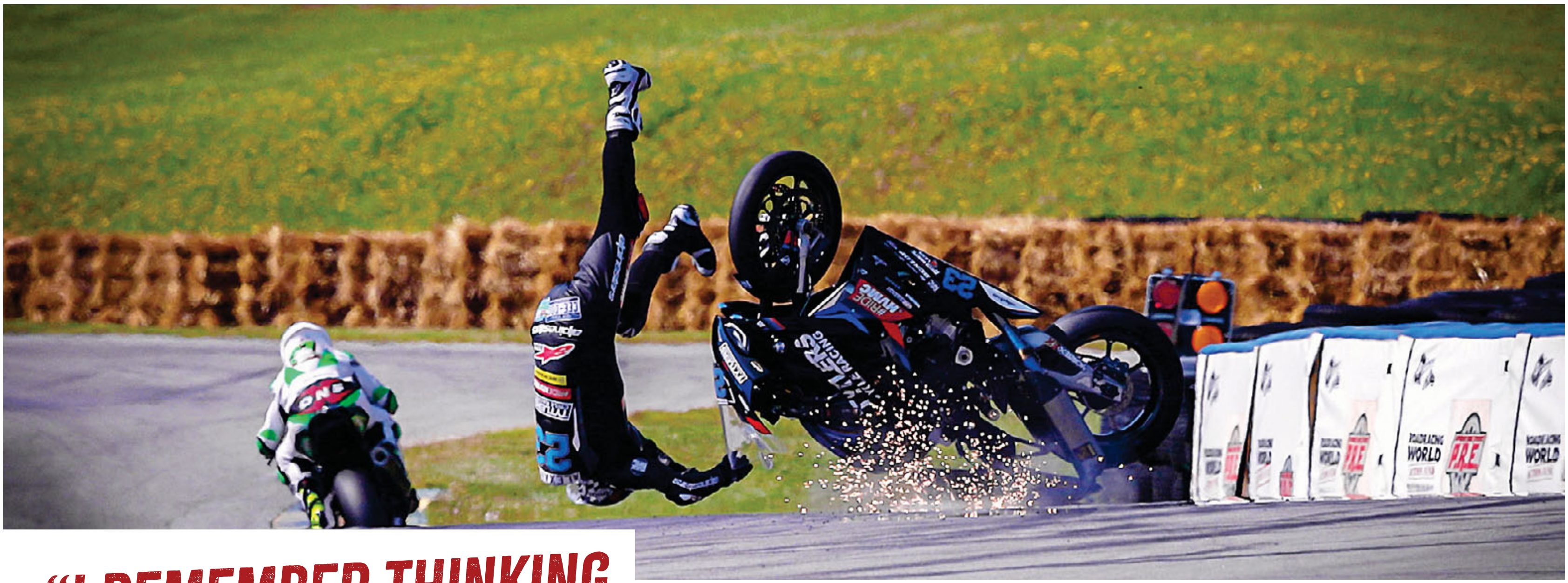

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